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OF CRUELTY TO ANIMALS
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HOME SPORT

RACING

Ante-Post Betting on the Derby

A report that the Racecourse Betting Control Board is considering the operation of an ante-post pool on the Epsom Derby appears to have given rise to speculations as to whether the Board might organise a Derby sweepstake. That such an undertaking, however, is quite outside the scope of the Board's activities and was never entertained for a moment it is made clear by Sir Clement Hindley, the chairman, who states that the Board has been considering how ante-post betting on the totalisator might be arranged, but that it bears no resemblance to a Derby sweep, and he hopes nobody would imagine that the Board contemplated one.

Sir Clement points out that the provision of full totalisator facilities at Epsom would involve a very large undertaking but the Board was considering all possible schemes and if it proved possible to operate even on the most limited scale in 1930, they would do so, but he could hold out no hope that totalisator betting would be available for the general public at Epsom this year.

It has been pointed out in this connection that a sweepstake in which the general public could participate would be an infringement of the Lottery Act and could not be considered, therefore, by the Control Board, while special legislation would be necessary for ante-post pools, since the law provides that transactions with the totalisator must be made on the racecourse.

Schemes which the Board is now considering, however, evidently concern investments in ordinary totalisator pools for a given race in advance of the day of the race and not ante-post pools.

Droughts Effect on Training

Owing to the drought no attempt was made to train a number of valuable two-year-olds, and it is to be hoped that at least one really high-class horse will be found among these, as nothing so far produced in public has been able to retain and confirm any favourable early impression. Perhaps the best of the colts is the beautifully bred Press Gang, by Hurry On—Flinella, who however was not entered for the Derby, as there was a suspicion that, even as a yearling, he was not quite sound in his wind. The winter favourite for the Derby will probably be Doliota. The best form among the fillies has been shown by Lord Derby's "Fair Isle."

It is also an accepted opinion that our three-year-olds this year were not a good lot.—Trigo, the Derby winner, certainly did win the St. Leger, but only by a short head from Bosworth, with the very moderate Horus three-quarters of a length away, third. The best of the previous year's two-year-olds, Lord Ellesmere's Tish, although she retained her unbeaten record, only ran three times, and did not venture further than six furlongs. Up to that distance, she is undoubtedly a good mare. She has now been sent to the stud.

As was feared would be the case, Mr. Jinks also turned out to be a non-stayer and Costaki Pasha must be written down a hopeless failure, showing a rooted dislike to extreme exertion. In the Gold Cup at Ascot a formidable invasion of one American and six French horses was gallantly repulsed by Mr. Reid Walker's stout old horse, Invershin, who at the age of seven years still displays a refreshing zest for galloping. A further feature has been the long run of successes scored by Irish-bred horses both in important handicaps and in the classic events.

Gordon Richards has retained his position as champion jockey with 105 winners to his credit, but his supremacy will probably be by C. Ray, a newcomer from Australia, who has ridden 85 winners and has shown remarkable quickness from the gate. He rides next year for the powerful De Meato stable.

The fortunate principal winning owner is H. H. the Aga Khan with the sum of \$30,886, and head of the list of winning trainers is R. C. Dawson with the large sum of £74,764, the second biggest ever recorded in Britain. The most successful stallion has been son of The Trottrach, Trottemore, and second to him comes the Irish horse, Blandford, sire of Trigo.

In conclusion, the more substantial webbing used for the starting gate instead of flimsy tapes, which the pessimists prophesied would be a frequent cause of accident, has proved success, and far less grumbling has been heard about

unwon starts than in previous years.

Bookmakers' Generosity

Through all this the bookmakers have gone unperturbed about their business, and have stated that they could find no reduction in turnover, but it is certain that the rivalry of the machines has been responsible for the more generous odds the bookmakers have offered against outsiders at meetings where the totalisator has been working. In a case at Newmarket, the machine paid 10 to one over a winner of Lord Rosebery's, The Bastard, the official starting price of the bookmakers being 100 to one.

Unperturbed as these gentry are by the new opposition, they have been very much upset by the announcement that they are to be moved from their present position along the rails separating Tattersall's ring from the club enclosure, and in front of the grandstand. Eventually they will have to do as they are told, or refrain from business, but they will strongly resent it if they are placed in a position from which the racing cannot be seen. It was facetiously suggested at one meeting, at which it was proposed that they should occupy places in a row with their backs to a building, that this position could then be known as the "Walling Wall."

If the totalisator form of betting is to become popular, it will be necessary to protect the betting queues from the weather by means of covered ways, and the necessity for this was amply demonstrated at the last Hurst Park meeting, where part of the programme had to be abandoned owing to rain and snow.

Clerks of Courses have reported a considerable advance in gate-receipts, and this has been more than welcome to some of the smaller meetings; in fact it came only just in time to save them, as their prospects looked very black at the end of the previous season. This advance can be attributed to three causes, the first of which is the novelty of the totalisator, the second the reduction in admission fees, and the third the innovation of a later hour of starting. Having the first race timed for three o'clock, although unpopular with trainers and jockeys, has undoubtedly proved a great convenience to the sporting public, especially on Saturdays.

Having obtained this much-wished-for increase in attendance, it is "up to" the Clerks of Courses to use every means in their power to hold and augment it, for it must be candidly admitted that the standard of comfort found at our race-meetings still falls lamentably short of that enjoyed in the Colonies and on the Continent.

The severe drought, which lasted to within a month of the end of the season, has been the cause of the very small fields competing, as such a large number of horses could not be trained under the conditions, particularly two-year-olds with their immature bone, and heavy-topped horses. There is no doubt that these long periods of hard going favour the backer in his unequal contest with laymen. Only a certain number of animals appreciate the conditions—underfoot, and form seem to work out wonderfully well at these times.

FOOTBALL

"Andy" Cunningham

Follower of football will be interested to learn that Andrew Cunningham, the old Glasgow Rangers and lately Newcastle United Scot international, has taken over the player-management of Newcastle United. Of course, Cunningham is not young nowadays, either as a man or as a player, and he is well deserving of the compliment of one of the ablest dribblers of the ball in his time, also as one of the most admirable men in the game.

Hugh Ferguson's Death

Hugh Ferguson, the scorer of hundreds of goals for Motherwell (Scotland) and afterwards Cardiff City, was recently found dead in the dressing room of the Dundee Club, to which he had been attached for a few months. When found, his head was inside a gas oven.

It may be recalled that it was

Hugh who scored the goal which

won the F. A. Cup for Cardiff when

they met Arsenal in the final at

Wembley. It went in a long range

shot which had such timber in it

that Lewis, the Arsenal goalkeeper,

had the utmost difficulty in getting

RUGBY FOOTBALL

Union Men Offended

The Australian Rugby League tourists have captured the public imagination in Britain, but they also have brought an element into the concluding stages of their tour which has given some offence. "Rugby League football in the South may be disengaged by some," said an official, "but I foresee the time when this spirit will be conquered, and the game will gain as much favour in the South as it has in Yorkshire and other Northern centres."

The Rugby Union man's antipathy towards the professional game is well-known, and it is perhaps natural that his feelings should be roused when somebody suggests that his stronghold is to be invaded. It was rather an inopportune moment for such a statement to be made, because the League were then considering the advisability of abandoning the final fixture of the Australian tour—the game with Wales at Wembley—and substituting a fourth game with England, since the result of the rubber is an equal share of the spoils.

Many Union men say that such a proposition would never even be considered in their code, as the ultimate result of a game, or series of games, is the least important item of all so long as the game itself was enjoyed and absolutely clean. Further, they say, fixtures are not to be abandoned so lightly, "even when a larger gate is promised," as one Union man said caustically to me.

CRICKET

Strudwick's New Pupil

There is always a fascination in hunting up cricketers who remain at home during the close season and finding how they employ their time. Jack Hobbs is busying himself very much on the Surrey County Cricket club committee; Jimmy Cutmore, the young Essex batsman, is being noted quite frequently by the theatrical agents since he turned his winter thoughts to the vaudeville stage; and that young Every, the Glamorgan wicket-keeper, has been sent by his club to Strudwick's cricket school in London.

Every is one of the most promising wicket-keepers in the country, for although he is still only eighteen years of age, he had a regular place in the county side last season. With the guidance of that famous England wicket-keeper, Strudwick, Every seems assured of a place in an England team before he is very much older.

BILLIARDS

Lindrum's New Records

One of the most familiar headings in the British Newspapers to-day is "New Billiards Record." And when one sees that heading, it may be taken for granted that Lindrum's name is not far away.

He seems never to tire of making new records himself or else being very closely associated with a new record.

He and Smith each scored a break of more than 1,000 in one session in their time-limit match in Glasgow. This was a record. Then, two days later, the Australian scored the huge break of 2,140, still against Smith in Glasgow, thus breaking the Scottish record of 1,394 which he himself set up earlier in the game.

In view of this, it speaks volumes for Smith's play that he beat the Australian champion when the final scores stood at Smith: 24,710; Lindrum, 24,47.

This couple have now played five fortnightly time limit matches in Britain, and although Walter Lindrum has set all tongues wagging with his spectacular play and record-breaking feats, one must not lose sight of the fact that Smith has won two of these games.

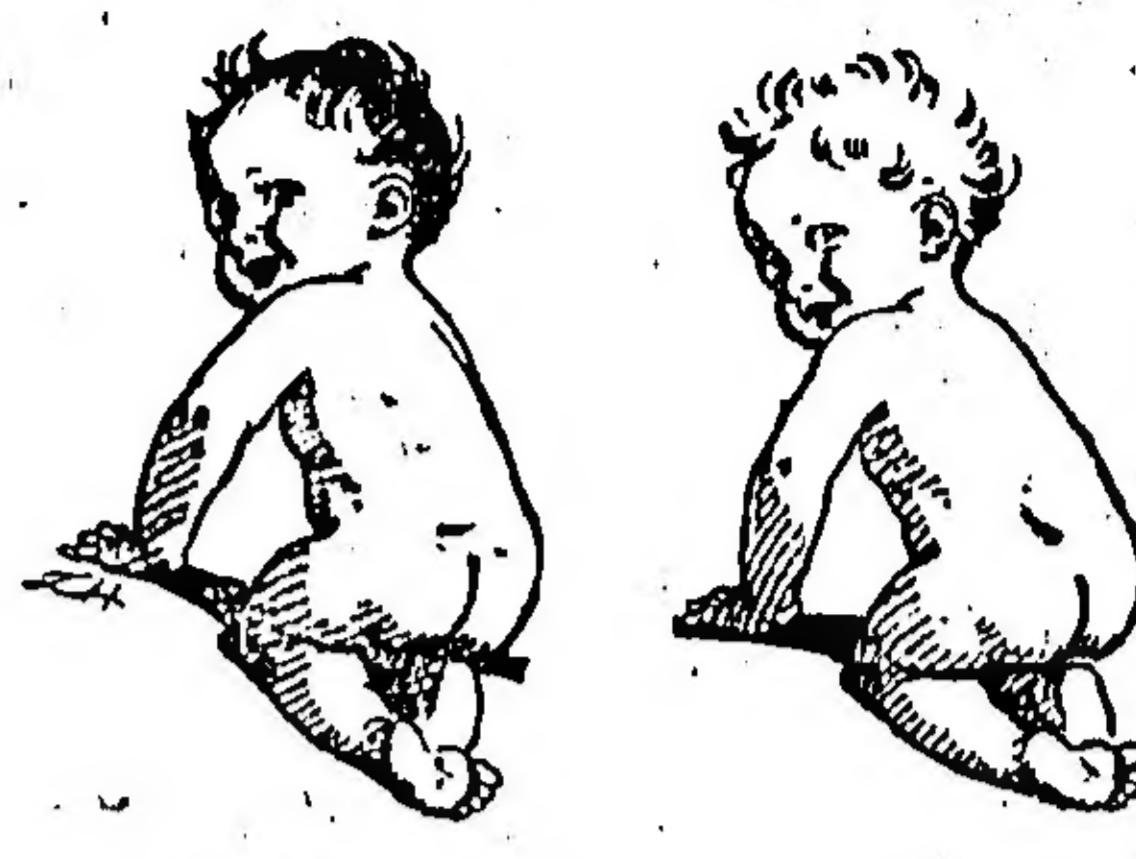
This is no mean achievement against a player who richly deserves the title given to him—"the left-handed terror."

down to it. He did get the ball in his arms, and while the roar of applause went up for a fine shot and an exceptionally clever save, Lewis, to the consternation of eighty thousand onlookers, let the ball roll out of his arms and into the net.

A fateful goal in a life which

ended tragically for the forward.

2 happy babies



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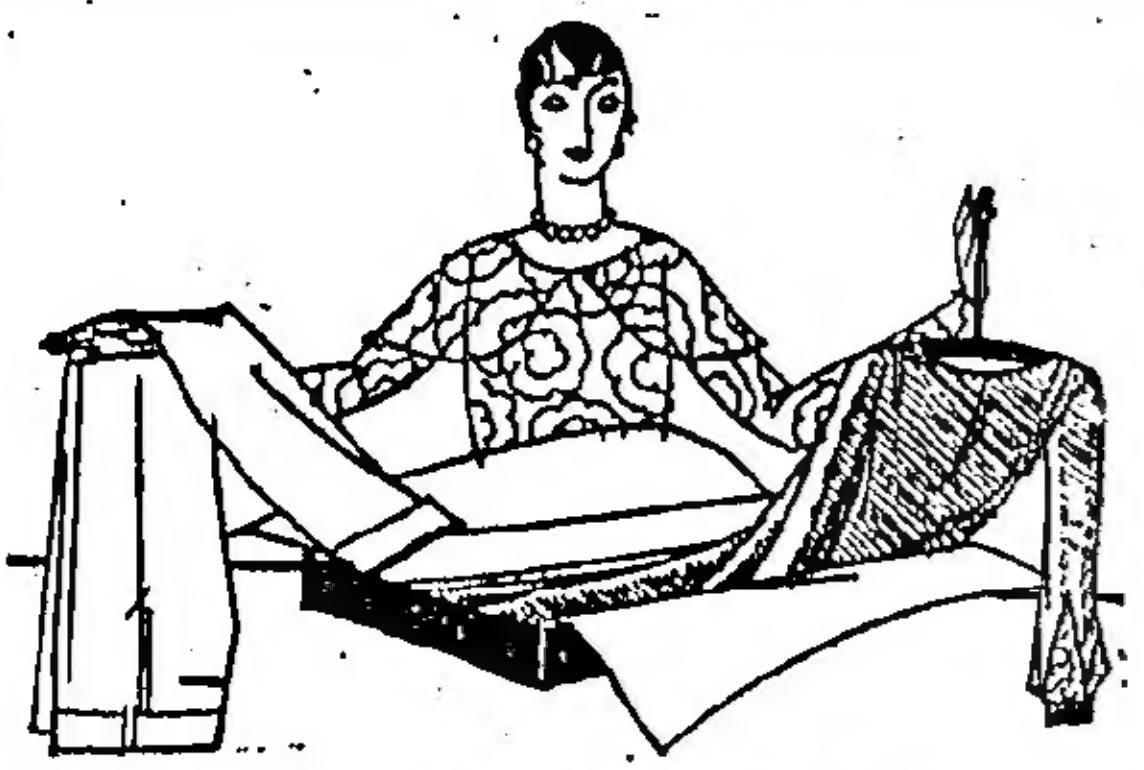
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LEAGUE SURPRISES

Disaster in K.O.S.B.'s Last Match

UNEXPECTED REVERSE

Navy Too Good for Athletic

In the Senior Division the K.O.S.B. completed their full programme yesterday and suffered defeat by South China, who scored the only goal of the match. This unexpected reverse has deprived the "Sets" of the chance of being returned this season's Champions.

With the Navy overcoming the Athletic by two goals to one, they have strengthened their position on the league table and are well in the picture for the Senior Trophy.

The Somersets found the "Saints" goal nine times. Kowloon confirmed their Shield superiority over the Police to the tune of three goals to one, while the "Gunners" gained the verdict with the Club by the odd goal in three.

Of the Juniors the Navy returned the best result of the day by five goals without response from South China. The K.O.S.B. have a good chance of carrying off the Junior Trophy if the Navy and Chinese fail to win all their remaining matches. Chinese "A", St. Joseph's and the Somersets all recorded good victories, while the Medicals gained their second success of the season.

THE PLAY DESCRIBED

RESULTS AT A GLANCE

Division I.

Navy	2	Athletic	1	Eastern	0	Chinese "A"	3
Club	1	R.A.	2	University	0	St. Joseph's	1
Police	1	Kowloon	3	Navy	5	S. China "B"	0
K.O.S.B.	0	South China	1	R.A.M.C.	3	Club	1
Somersets	9	St. Joseph's	0	S. Chn. "A"	0	K.O.S.B.	3

Division II.

		Goals.			Goals.		
P. W. D. L. F. A. Pts.	P. W. D. L. F. A. Pts.						
K.O.S.B. 20 11 6 3 45 21 28	K.O.S.B. 28 23 2 3 113 17 48						
Royal Navy 17 10 5 2 36 20 25	Royal Navy 19 14 3 2 65 13 31						
Athletic 16 10 2 3 33 18 25	Chinese "A" 17 14 2 1 53 18 30						
Somersets ... 13 9 1 3 33 9 10	S. Chn. "A" 17 13 1 3 47 13 27						
South China 14 8 2 4 25 11 18	Somersets ... 11 11 1 3 53 19 33						
R.A. 17 8 1 8 25 20 17	St. Joseph's 17 7 3 7 29 19 16						
Kowloon ... 14 6 3 5 28 20 15	Eastern ... 17 7 2 8 29 19 16						
Club 15 2 4 9 18 32 8	Club 18 5 3 10 22 17 13						
St. Joseph's 16 3 0 13 14 56 6	Chinese "B" 16 5 1 10 24 15 11						
Recreo 13 2 1 10 14 38 6	R.A.M.C. ... 20 2 4 14 19 10 8						
Police 14 2 1 11 14 30 6	University ... 10 3 1 12 13 47 7						
	Ewe 16 1 3 12 13 47 7						
	Club 10 1 2 10 9 55 4						

Senior Division

CHINA ATHLETIC v. NAVY

The Game of the Day

On Caroline Hill ground the following teams lined up under the control of Mr. Hollands:

Athletic: Chan Sik-pui, Lam Yuk-ying, Li Yuk-tat; Leung Yuk-tong, Wong Sul-wa, Ho Choi-yin; Tsui Kwan-shing, Lai Wan-koon, Wong Pak-cheung, Leung Fat-wing, Chan Kwong-lu.

Navy: Jarvis; McGregor, Jones; Evans, Tilley, Wattie; Egan, Gray, Peacock, Cartwright, Stevenson.

The Athletic won the toss and the Navy had to face the sun. Mid-field play prevailed for the first few minutes of the game. The Athletic were awarded a free kick, which resulted in a scrum-ping in front of the Navy goal before being finally cleared. The Navy advanced towards the Athletic's goal and received a free kick, the shot going over the bar.

From a pass Egan received the ball, which was passed across the goal mouth, Stevenson receiving and putting behind. Play was carried to mid-field from the goal kick. Egan again receiving the ball, from a throw-in, passed to Grey who headed over. The Athletic made a break-away but were unable to penetrate the Navy's defence.

Stevenson then put in a centre, and Cartwright, gaining possession, tricked two defenders and opened the Navy's account. After this play was a ding-dong order, the ball travelling from one end of the field to the other. Another attack by the Navy saw Peacock just over the bar. Egan, recouping a pass from Gray, centred, and Chan Sik-pui punched out. Cartwright, gaining possession, scored, but the whistle had gone for off-side. Half time came with the Navy still attacking.

Half-time score: Navy 2, Athletic 1.

The Navy Attacked

From the kick-off the Athletic made an attack on the Navy goal, the ball finally passing behind. The Navy then broke away, only to be pulled up for off-side. The Athletic made another attack, Chan Kwong-lu putting in a shot which Jarvis punched clear. The Navy then gained possession, and a good centre by Egan saw some neat handwork between Cartwright and Peacock, the ball finally being cleared.

The Athletic made an attack on the Navy goal, Jarvis running out and clearing. Another Navy attack saw Grey receive the ball and score another goal, but the whistle had blown for off-side.

The Athletic then attacked the Navy goal and in a scrum-ping Li

Wal-koon scored for the Athletic. The Navy returned from the place kick and gained a corner, which Egan placed well, but Peacock headed into Chan Sik-pui's hands. Mid-field play prevailed until the final whistle.

Result: Navy 2, Athletic 1.

CLUB v. R.A.

On the Club Ground at Happy Valley L. S. B. A. Atkinson lined up the following eleven:

Club: Rodgers; Wallington, Bishop; Gilchrist, Stewart, McBride, Alexander, Bell, Reid, Scott, Stanton.

R.A.: Fletcher; Freason, Gough; Taylor, Ward, Gardner, Watson, Gill, Moore, Allen, Walker.

Gummers Open Attack

Soon after the kick-off the Club raided but Scott was robbed of the ball when in a good position. A shot by Watson at the other end was cleared by Rodgers to go on to Walker, whose centre was shot just over by Allen. With the Gunners pressing, a corner was conceded but it proved to be fruitless, and was followed by mid-field play with the defences on top.

Walker was pulled up for off-side to spoil a neat forward movement with at both ends off-side ruined good movements.

A Delightful Goal

Kowloon came again for Moss to score a delightful goal to give his side the lead after his opponent's defence had failed to clear by mid-field.

In the closing minutes some pretty passing was indulged in by Kowloon's front line, and while the Police were appealing for off-side Simpson took the ball through and found the net.

Result: Police 1, Kowloon 3.

ed possession and cut in drawing Fletcher out, but Gough got there first and had the misfortune to turn into his own goal. This gave the Club heart and they continued to press. Fletcher, however, was well able to take charge of his citadel. With Walker in an aggressive mood Gilchrist did well in holding him. After a period of evenly contested play the final whistle concluded an interesting game with the Gunners value for their win.

Result: Club 1, R.A. 2.

POLICE v. KOWLOON

On the Stadium ground at North Point Kowloon confirmed their Senior Shield victory over the Police. The advantage of the toss went to Kowloon, who elected to play with the sun at their backs. The peninsula side were the first to settle down but off-side spoilt a good movement.

With Kowloon having the better of the exchanges, shots were sent although none was dangerous until Clarke, in running out of his charge, misjudged, and Hodley had little difficulty in finding the net.

At this stage of the game the Police were doing a lot of wild kicking and were lucky in keeping their citadel from falling for some minutes until two break aways brought relief.

With Kowloon having the rear guard safe the Police thrusts were well held. Then a good shot came from Kowloon's right winger, but Clarke was prepared and cleared his lines. From midfield play a further raid came from Kowloon's right wing but the inside man grazed the bar, to be followed by a further narrow miss by the same player.

Erratic Shooting

Kowloon should have gone further ahead but erratic shooting spoiled good scoring chances. At the other end the Police missed an open goal with Angus out of position and, just before the interval, the Police snatched one of their few chances and got on terms by the aid of McGowan.

Half-time: Police 1, Kowloon 1.

For a time after the resumption, with the defences on top, play was confined to midfield when a free kick against Kowloon looked dangerous, but went tamely over the bar. Just before the interval, the Police snatched one of their few chances and got on terms by the aid of McGowan.

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Half-time: Police 1, Kowloon 1.

With the Police taking up the running, Angus did well to save his goal from a melee. Kowloon again got on the run but poor shooting resulted in a further shot wide of the mark.

Both elevens were pressing in turn but at both ends off-side ruined good movements.

A Delightful Goal

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LOCAL CRICKET

Kowloon Win the Senior Championship

RUDE SHOCK FOR HONG KONG

Club de Recreio Go to Head of the Table

The Kowloon C.C. took the full three points from the University yesterday, completed their own fixtures and incidentally won the senior cricket championship. Far and away the best batting side in the League, quite up to standard in bowling and fielding as well, and showing consistently good form throughout, it was rather expected that the K.C.C. would finish at the top, although in the middle of the season they did drop four valuable points by playing two drawn matches (with the Royal Navy and the Civil Service C.C.). Congratulations to W. Bruce and his men!

In the other senior match, the Hong Kong C.C. received a rude shock at the hands of the Army.

Club de Recreio accounted for the Civil Service 2nd in Division II and have gone to the head of the table, but, comparatively speaking, are not so well-placed as the H.K.C.C. 2nd, who are one point behind but have two matches in hand.

The Results

The complete results of yesterday's fixtures are as follows:—

League I

UNIVERSITY v. K.C.C.

At Kowloon, the University lost to the Kowloon C.C. by 96 runs.

Opening with their usual pair, the K.C.C. met with early disaster, Ramsay being dismissed with the score at 6. The Flinchers brother took the total to 35 before a separation was effected and it was left to F.L. Zimmerman who batted brightly for 85 to pave the way to the big total of 187 for six wickets, declared. Bruce, the visiting skipper, played an invaluable innings for 40.

Wickets Fall Rapidly

The University started well, Anderson (36) and Gittins (11) putting up 41 for the first wicket. At this stage there appeared to be a chance for the home team to effect a draw, but subsequently wickets fell rapidly and but for a plucky knock (for 24) by Osman, the University would have been in a much more sorry plight.

Bowling honours were fairly evenly distributed, A. T. Lee accounted for three wickets for 25, and Goodwin, Bruce and Ross two each for 8, 16 and 36. Scores:—

Kowloon C.C.

E. C. Flincher, b Anderson 31
A. W. Ramsay, b Gittins 3
E. F. Flincher, b Gitterres 65
F. E. Lawrence, b Gitterres, b Anderson 40
W. Bruce, b Kwan, b Lam 40
P. Goodwin, not out 6
Extras 6

Total (for 6 wickets, dec.) 187
A. T. Lee, D. Laing, S. Jex, N. H. Ross did not bat.

BOWLING ANALYSIS

O. M. R. W.
Gitterres 14 4 42 1
Lam 10 2 32 2
Samy 6 0 40 0
Anderson 11 1 56 3
Gittins 3 0 32 0

University 187
D. J. N. Anderson, b Goodwin 36
S. V. Gittins, b Bruce 11
E. A. Lee, b A. T. Lee 1
C. W. Lam, b/w, b A. T. Lee 1
D. K. Samy, c E. C. Flincher, b A. T. Lee 6

Kowloon C.C. 2nd XI
A. A. Dand, b Nomanbhoy 5
Chan Pook, b Nomanbhoy, b A. V. Hall, run out 23
A. B. F. Raven, run out 14
J. Fraser, Tan 21
G. Lee, not out 63
N. A. E. Mackay, c Yeoh, b Aziz 13
F. S. W. Smith, c Chen, b Chan 13
A. H. Kew, not out 11

BOWLING ANALYSIS

O. M. R. W.
Goodwin 7.5 4 8 2
Bruce 5 9 38 2
Bruce 7 3 16 2
A. T. Lee 9 1 25 3

H.K.C.C. v. ARMY

On their own ground, the Hong Kong C.C. unexpectedly collapsed against the Army, the latter winning by 49 runs in a match of low score.

The Army batting was weak and it was greatly due to a stand by McGowan (that man in) who knocked up 22 not out, that the total reached 107.

The H.K.C.C. batsmen were in particularly poor form, or perhaps it was the brilliant bowling of Wyatt and Musson, who literally took everything before them, which brought about their downfall, as the home team mustered a miserable 56. Scores:—

Army

Lt. McFarlan, c Harris Walker, b Reid 0
Lt. Wolfe-Barry, c Owen Hughes, b Beck 6
Cpl. Flincher, c E. C. Flincher 12
Lt. Munson, b Beck 12
Lt. Col. Wyatt, b Wyatt, b Owen Hughes 19
Capt. Reynolds, b Reid 10
Pte. Joyce, b Mackenzie, b Duckitt 21
Pte. Fry, c Beck, b Duckitt 0
Mathews, b Owen Hughes 0
Lt. Chisholm, b Owen Hughes 0
McGowan, not out 22
Extras 18

BOWLING ANALYSIS

O. M. R. W.
Goodwin 10 8 25 2
Bruce 7 1 19 2
Bruce 6 5 23 2
Owen Hughes 4 0 22 3

Total 107
BOWLING ANALYSIS

O. M. R. W.

Reid 10 8 25 2

Musson 7 1 19 2

Wyatt 6 5 23 2

Owen Hughes 4 0 22 3

LOCAL CRICKET

Kowloon Win the Senior Championship

RUDE SHOCK FOR HONG KONG

Club de Recreio Go to Head of the Table

The Kowloon C.C. took the full three points from the University yesterday, completed their own fixtures and incidentally won the senior cricket championship. Far and away the best batting side in the League, quite up to standard in bowling and fielding as well, and showing consistently good form throughout, it was rather expected that the K.C.C. would finish at the top, although in the middle of the season they did drop four valuable points by playing two drawn matches (with the Royal Navy and the Civil Service C.C.). Congratulations to W. Bruce and his men!

In the other senior match, the Hong Kong C.C. received a rude shock at the hands of the Army.

Club de Recreio accounted for the Civil Service 2nd in Division II and have gone to the head of the table, but, comparatively speaking, are not so well-placed as the H.K.C.C. 2nd, who are one point behind but have two matches in hand.

The Results

The complete results of yesterday's fixtures are as follows:—

League I

UNIVERSITY v. K.C.C.

At Kowloon, the University lost to the Kowloon C.C. by 96 runs.

Opening with their usual pair, the K.C.C. met with early disaster, Ramsay being dismissed with the score at 6. The Flinchers brother took the total to 35 before a separation was effected and it was left to F.L. Zimmerman who batted brightly for 85 to pave the way to the big total of 187 for six wickets, declared. Bruce, the visiting skipper, played an invaluable innings for 40.

Wickets Fall Rapidly

The University started well, Anderson (36) and Gittins (11) putting up 41 for the first wicket. At this stage there appeared to be a chance for the home team to effect a draw, but subsequently wickets fell rapidly and but for a plucky knock (for 24) by Osman, the University would have been in a much more sorry plight.

Bowling honours were fairly evenly distributed, A. T. Lee accounted for three wickets for 25, and Goodwin, Bruce and Ross two each for 8, 16 and 36. Scores:—

Kowloon C.C.

E. C. Flincher, b Anderson 31
A. W. Ramsay, b Gittins 3
E. F. Flincher, b Gitterres 65
F. E. Lawrence, b Gitterres, b Anderson 40
W. Bruce, b Kwan, b Lam 40
P. Goodwin, not out 6
Extras 6

Total (for 6 wickets, dec.) 187
A. T. Lee, D. Laing, S. Jex, N. H. Ross did not bat.

BOWLING ANALYSIS

O. M. R. W.
Gitterres 14 4 42 1
Lam 10 2 32 2
Samy 6 0 40 0
Anderson 11 1 56 3
Gittins 3 0 32 0

University 187
D. J. N. Anderson, b Goodwin 36
S. V. Gittins, b Bruce 11
E. A. Lee, b A. T. Lee 1
C. W. Lam, b/w, b A. T. Lee 1
D. K. Samy, c E. C. Flincher, b A. T. Lee 6

BOWLING ANALYSIS

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Goodwin 7.5 4 8 2
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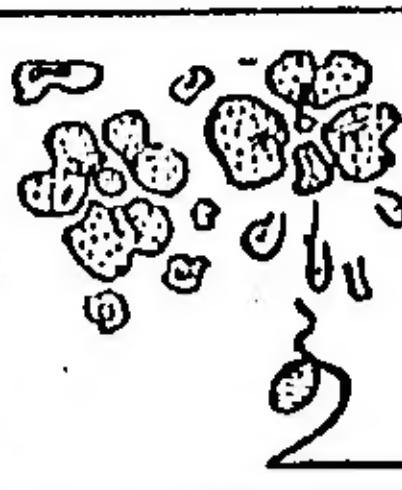
Wyatt 6 5 23 2

Owen Hughes 4 0 22 3

BOWLING ANALYSIS

O. M. R. W.

Reid 10 8



AMUSEMENTS



MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(Daily at 2.30, 5.10, 7.15 & 9.20.)

Sunday to Tuesday—"Masquerade," Fox all-talking feature, starring Leila Hyams, Alan Birmingham and Farrell Macdonald.

Wednesday to Friday—"Wonder of Women," Lewis Stone and Peggy Woods in an epic of Married Life.

Saturday—"Marianne."

WORLD THEATRE

At 2.30 & 7.15 Interpreted.

At 5.15 & 9.20 Orchestra.

To-day and To-morrow—Rex Bell in "Cowboy Kid," a stirring Western romance and "Perils of the Jungle," Episodes III. and IV.

Tuesday and Wednesday—"For Wives Only," Marie Prevost with Victor Varconi from the stage comedy, "The Critical Year."

Thursday to Saturday—"The Black Diamond Express," Monte Blue and Edna Murphy in the story of a hard-fighting, hard-hitting black diamond.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20.)

To-day and To-morrow—Norma Shearer in "A Lady of Chance," the sparkling comedy of a modern gold-digger.

Tuesday and Wednesday—"The Song, and Dance Man," Betty Bronson and Tom Moore in a rollicking melodrama.

Thursday to Saturday—Dolores Costello and Conrad Nagel in "Glorious Betsy," the glamorous romance of two lovers who defied the world.

BEAUTY HINTS by FLORENCE VIDOR

No matter how lovely a woman's features may be, if she wears a frown, she is not a pretty woman to look upon.

While we pay so much attention to the texture of our skin, and the contours of our face, we sometimes forget the importance of the expression of the face.

The drooping, pouting mouth, tear-filled eyes, and the bored, miserable expression is not attractive. Worry, ennui and lack of vitality are dead-set against beauty, while an expression of life and animation may light up and enhance a face that in repose might be termed uncomely.

Neither the powder puff nor the lipstick can paint a smile or give an impression of happiness. That beauty treatment must come from the heart and the mind of the individual. A share of optimism, unselfishness and courage is the only cure; the doctor being the person. Sometimes a change of environment, a good brisk walk, or even the purchase of a new hat or gown will turn the trick and drive away what we call the "blues."

NEW THRILLER AT THE WORLD

Monte Blue, again appearing as a railroad engineer, in a screen play even more exciting than "The Limited Mail," in which he triumphed a year or so ago, Blue, as engineer of "The Black Diamond" is dismayed by the accident to a young society girl, in which her carelessly driven car crashes into his train. Going to the hospital to visit her, love at first sight follows. She breaks the engagement with a rich suitor, becomes engaged to the engineer, and refuses her mother's pleading to give him up.

The engineer's younger brother disgraces the family and Monte insists on leaving the girl. She marries the other man in anger, and her bridal party is on Monte's train, when it is attacked by bandits. Among the bandits with whom he grapples is his brother. The girl's husband is fatally shot. The brother, trying to go straight, is cruelly punished by his former pals. Monte cuts the car loose, saves the girl and the fortune which the train carries, and wins deserved honour. This is but a bare outline of a story big with human interest and real gripping drama.

"MASQUERADE" FINAL PROOF OF SCREEN'S EQUALITY WITH STAGE

Romance and adventure seldom achieve so pleasing a mixture in talking pictures as they do in "Masquerade," the all dialogue Fox Movietone picture which opens at the Queen's Theatre to-day.

Adapted with surprising fidelity from Louis Joseph Vance's best-seller, "The Brass Bowl," this entertaining screen play explains why the book is still in demand. Mr. Vance's mastery of story-telling maintains its interest whether in print or in the movies.

The delightful mix-up between a millionaire bachelor, and a notorious crook who might be his twin brother, and the complications injected by a charming girl, all afford unusual pleasure to the audience, and appear to guarantee a well-filled house during the run of the picture. One wonders at the adroitness of Alan Birmingham in his difficult dual role of the millionaire and the burglar.

The actor's ability to maintain the resemblance but to change entirely his voice and mannerisms to suit the divergence in impersonations, is technically, one of the most interesting spectacles this reviewer has beheld in a long time, and it gives a satisfactory answer to the question of whether a "talkie" can compete with a stage production in this phase of histrionic art.

Leila Hyams is quite as delightful as she is convincing in the role of the girl who endeavours to save her father from the penitentiary. Clyde Cook, Farrell Macdonald and Arnold Lucy enact important supporting roles.

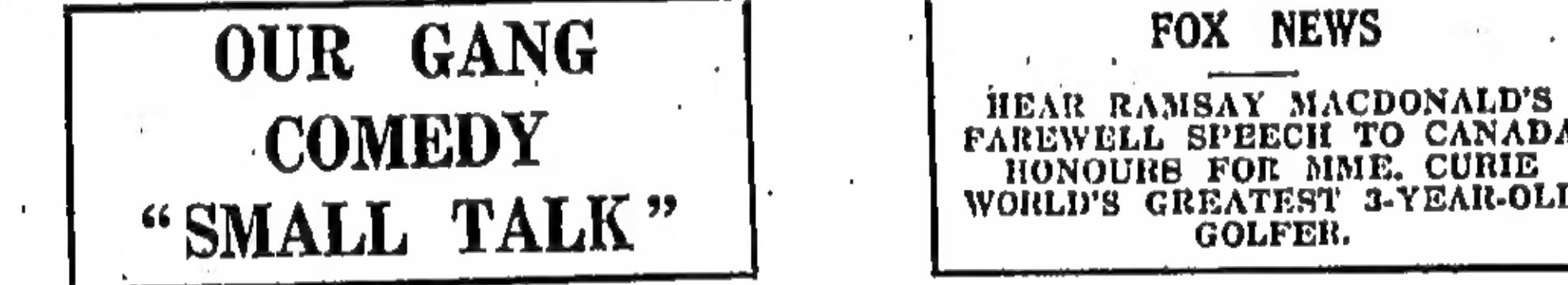
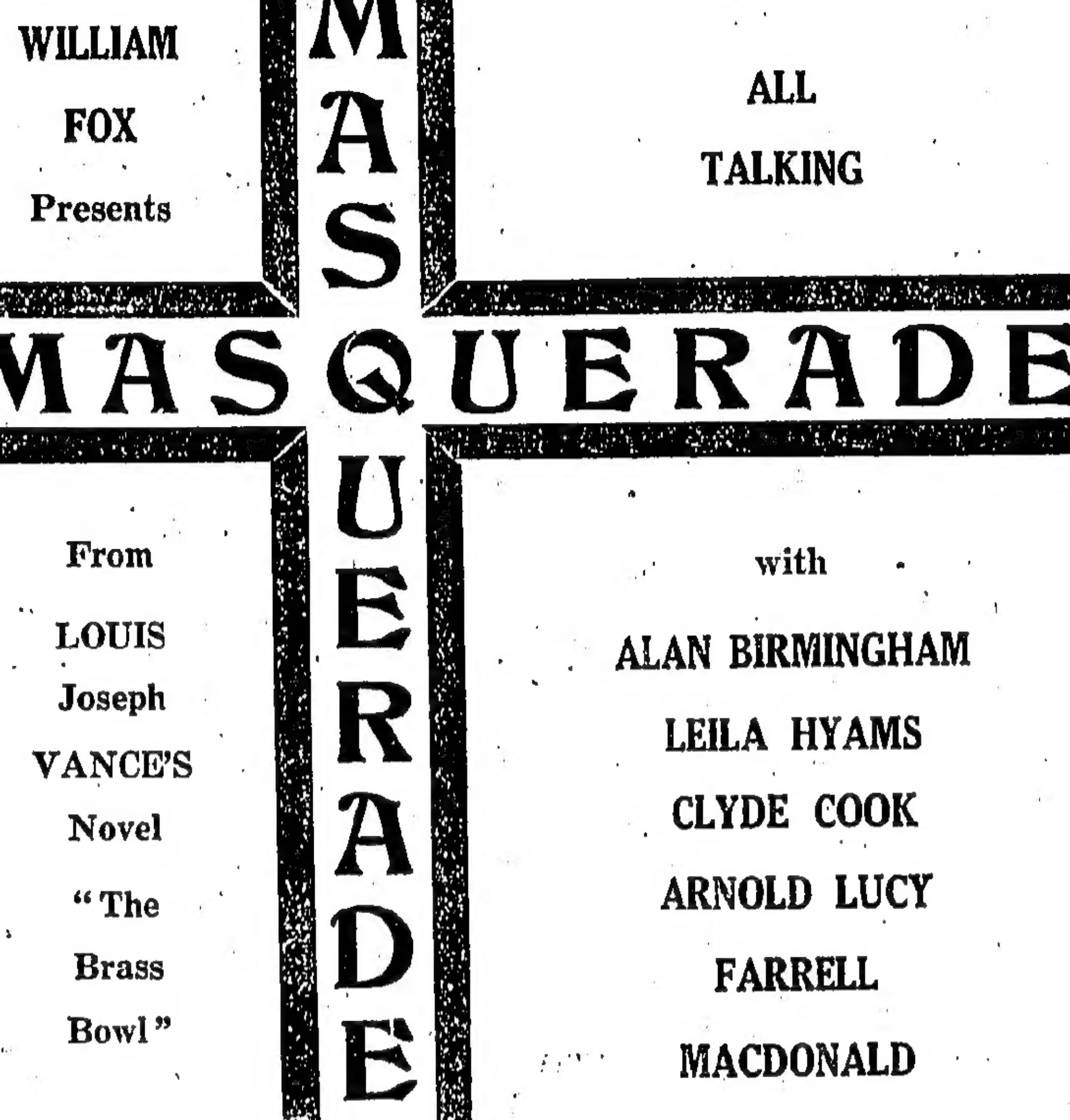
"WONDER OF WOMEN" IS EPIC OF MARRIED LIFE

"Wonder of Women," epic of married life and the much-heralded filmisation of Hermann Sudermann's "The Wife of Stephen Tromholt," is to play at the Queen's Theatre from Wednesday as the latest triumph of Clarence Brown, famous director. It is a sound synchronised production with dialogue sequences.

It sets a new mark in film production for it defies all old-time conventions of the screen and gives the world one of the most poignant heart-interest and sweetest love stories, as well as one of the most gripping dramas ever seen on the silver sheet. The play is a literal summary of human life. Though laid in Germany, it is the human life all the world knows. It is the story of the drudging wife and the husband whom the world knows as a genius of his infatuations and dispositions and the great love and understanding of the wife to whom, invariably, he returns as to the one great love of his life.

Pathos, humour, thrills and drama are crammed into the play with Brown's deft human touches that marked "Flesh and the Devil," also from the pen of Sudermann, and others of his plays. The cast is one of the most interesting the screen has seen in many seasons. Lewis Stone plays the hero of the story, "Tromholt," a composer of symphonies and prey to the beauty of women. He gives a splendidly balanced characterisation as the temperamental musician with his love of life and flirtation fighting within his soul against his love of domesticity and the wife he really adores even through his infatuations.

WITH THRILLING



Prosaic Marriage vs. Flaming Romance
in a Dramatic Sensation!

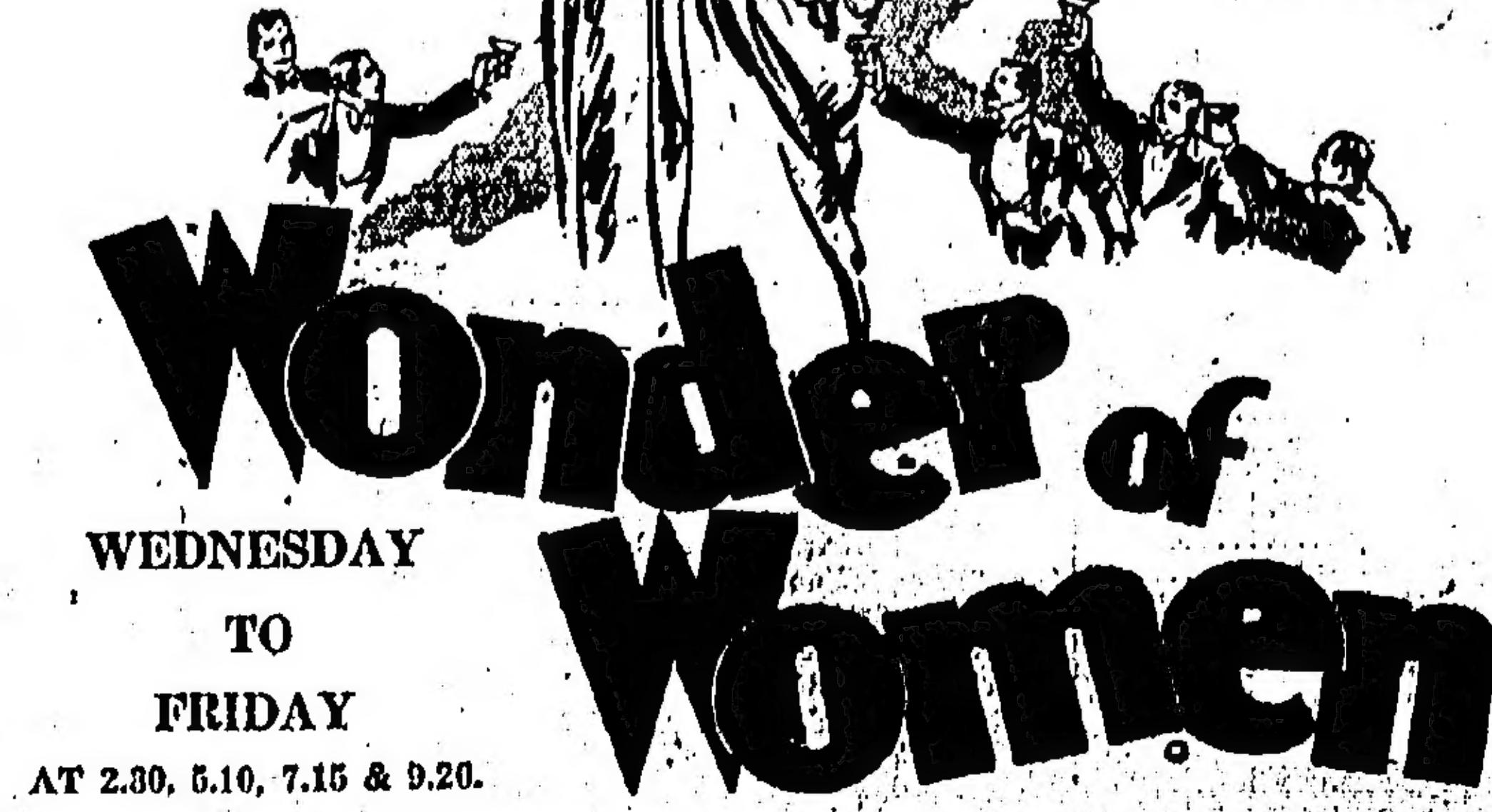
WITH THRILLING

TALKING

SEQUENCES!

FEATURING

LEWIS STONE
PEGGY WOODS
LEILA HYAMS



"A LADY OF CHANCE"

Norma Shearer's Striking Role

SPLENDID CAST

A man may look like a million dollars and still not have a cent, and Norman Shearer's latest Metro-Goldwyn-Mayer starring vehicle, "A Lady of Chance," which opens at the Star Theatre to-day is an entertaining proof of the fact.

"A Lady of Chance" presents the attractive star as a professional gold digger who, after years of experience at picking out wealthy men who were easy to "fleece," selects a handsome young fellow who is wiring his mother of a million-dollar promotion scheme, and finds, after marrying him that she miscalculated. Johnny Mack Brown, formal Alabama football hero and one of the screen's most promising actors, assumes the role of the young man whose appearance proved an interesting enigma to the expert gold digger.

Based on a story by Le Roy Scott, celebrated novelist and playwright, "A Lady of Chance," has been directed by Robert Z. Leonard, and relates the adventures of a trio who are working a crooked game with Dolly, played by Miss Shearer, too clever for her companions at times.

Cast as a telephone operator in an exclusive New York hotel, Dolly piles her trade, accepting the attentions of flirtatious old man and then having a "convenient husband" surprise her as she is with her victim and separate him from his bankroll. Teaming up with two former pals the girl completes one game, departs with the entire proceeds, and just as she is ready to marry handsome young inventor for his money the two former partners arrive on the scene, furiously persistent. Knowing that the only way she can get the young man's money is to marry him, divorce him and sue him for alimony, the girl goes through with the wedding, only to find upon arrival at the groom's Southern home that he is practically penniless, though hopeful of making a fortune on a new kind of cement he has invented.

Finding herself a victim of her own appraisal, the girl leaves the boy the first night after their wedding, only to run into her two pursuing partners at the depot. She returns to the boy for appearance sake only, but realises that she loves him. Her repentence gives the young inventor inspiration, and his perfected cement brings him a handsome royalty. When the two former partners threaten to expose the girl if she doesn't help them swindle the young man, she refuses and a number of surprising and dramatic incidents occur.

In support of Miss Shearer are Lowell Sherman, Gwen Lee, Eugenia Besserer, Buddy Messinger and others.

SPLENDID SETTINGS

Scenes in "The Song and Dance Man"

Among the splendid settings of "The Song and Dance Man," the feature film which comes to the Star Theatre on Tuesday with Tom Moore in the leading role, is the gorgeous fan number from George White's "Scandals."

In this scene forty chorus girls with enormous fans appear in support of the dance of Bessie Love, who plays the part of the musical comedy star in the picture. The fans are white on one side and red on the other, so that beautiful effects are produced by rhythmic reversal.

In making this scene Mr. White's chorus director encountered a peculiar and difficult problem. The cue for each movement of the fans falls upon certain measures of the "Scandals" music, but Bessie Love had learned her dance to an entirely different air. It was impossible for her to do her dance to the fan music, and it was impossible for the chorus to manipulate their fans in unison to Miss Love's music. Yet both the chorus and Miss Love had to perform simultaneously.

The situation was met by having the orchestra play Miss Love's dance music very softly, while the chorus hummed their own music to the same tempo. Sixty-four measures of each tune were used, starting and ending together.

HANDSOME REX BELL ESTABLISHES WITH TWO PICTURES

Western film fare with plenty of romantic lure is now at the World Theatre. The picture is "The Cowboy Kid," Fox Films' production starring Rex Bell.

The talented young player astounded critics with his masterful characterisation in "Wild West Romance," his initial production on the silver sheet. He has proven in "The Cowboy Kid" that he is not a film "skyrocket" by repeating with a characterisation that, if possible, is even more finished and that is being acclaimed by motion picture critics as a performance of which a veteran film star well might be proud.

The young star not only evidences a disregard for life and limb, but smashes his way to victory through one of the most unusual Western dramas that ever has been shown.

His horse, a spirited black steed, shares these dangers and, by an exhibition of unusual intelligence, aids Bell in clearing out a nest of bandits who are planning to put over a big holdup on the bank owned by John Grover, whose daughter, Janet, learns to love the handsome plainsman for his bravery and daring.

Mary Jane Temple is his feminine lead. Other players in the cast are Joe DeGrasse, Brook Benedict, Alice Belcher, Syd Crossley and Billy Blatcher. The photoplay was directed by Clyde Carruth.

FINE NEW IDEA IN SET CONSTRUCTION

Perfumes, jewellery, and clothing have heretofore reflected the personality of some individual screen star. Now comes the announcement from Metropolitan Pictures Corporation that an entire new trend in set construction and appointments for motion pictures—an idea that is destined to become exceptionally popular in the industry has been adopted.

Aside from the selection of the proper vehicle for its stars and featured players, Metropolitan has brought to the screen settings and appointments which typify the personality of its players. The first example of this new idea was given a practical demonstration in "Almost a Lady" which stars Marie Prevost. And it was elaborated upon in "For Wives Only." Miss Prevost's latest starring vehicle which comes to the World Theatre on Tuesday, Ultra modern Vienna architecture and furniture as well as drapes were used—copied from photographs which were sent from abroad and received at the studio a short time before filming operations were begun. This departure is one of extreme interest, for it reflects the personality of Miss Prevost ideally.

There is nothing blatant in this new type of settings, but it deviates materially from the heretofore accepted type of set, and blends most harmoniously with the general characteristics of the star. Appearing in the supporting cast of "For Wives Only" are Victor Varconi, Arthur Hoyt, Claude Gillingwater, Charles Gerrard, Josephine Crowell, William Courtright and others.

"GLORIOUS BETSY" MAILED AS MISS COSTELLO'S BEST

There is one test given a big feature picture the outcome of which is awaited with more or less anxiety by everyone in any way connected with it. There are several tests preceding this particular one, such as those in the Hollywood studios, but these don't count on the final analysis. The real test comes when the master print reaches the New York offices of the producing firm.

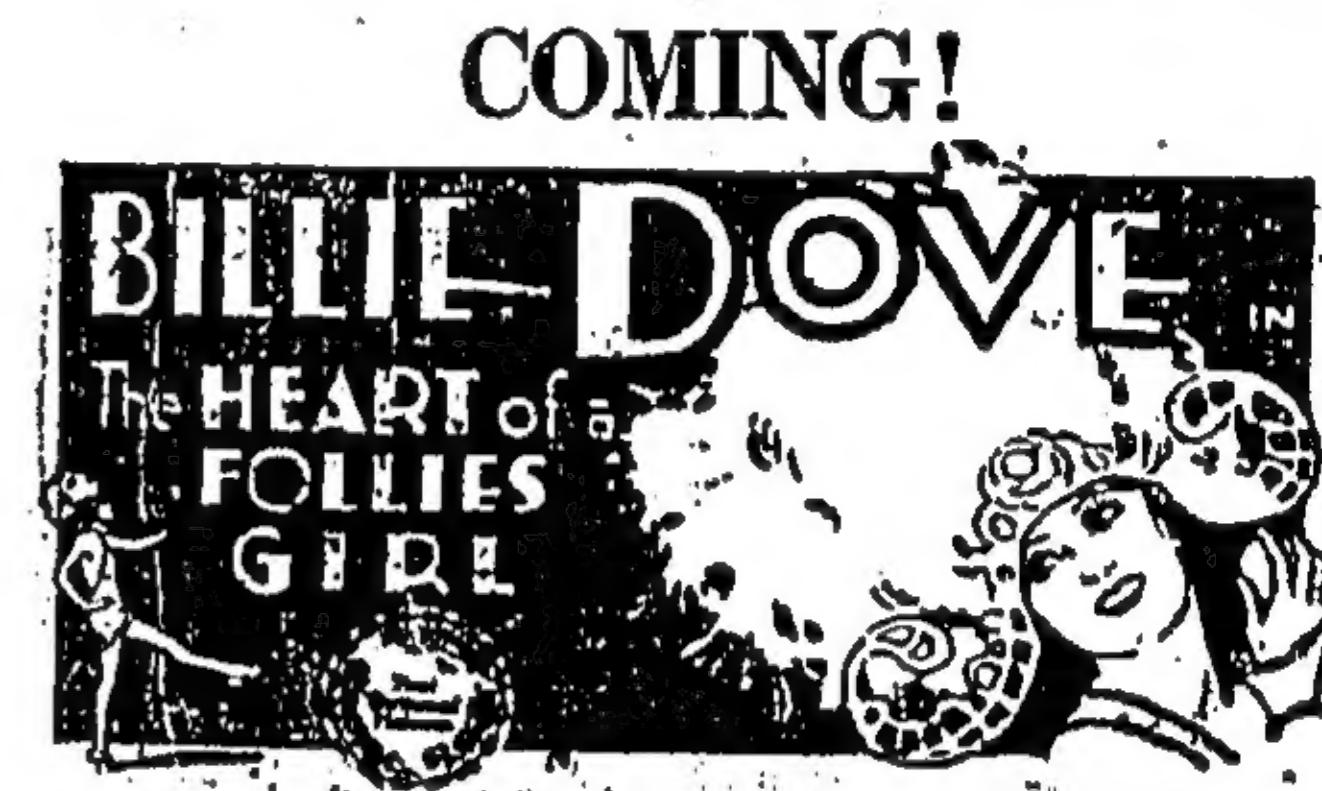
Every firm has a private projection room of its own. It has easy chairs and is comfortable, but that is all to be said of it. There are no artificial aids for the picture and music is barred. When films are shown the executives view them to criticise. In this gathering are men who understand every angle of the motion picture business and every angle connected with the filming of stories. If they are "hard-boiled" the constant study of pictures has made them so. There have been pictures which have never gotten beyond this room.

This is what happened when the master print of Dolores Costello's new picture, "Glorious Betsy," reached Warner Bros' New York offices. This is the picture based on the romance of Jerome Bonaparte and Elizabeth Patterson of Baltimore, and remembored as having had great success as written for the stage by Rida Johnson Young. On the day of its receipt the executives viewed the picture. With the last fadeout Albert Warner arose, looked round and smiled.

TO-DAY & TO-MORROW
At 2.30, 5.30, 7.20 & 9.20 p.m.



THURSDAY TO SATURDAY,
27th Feb.—1st March.



COMING!

COMING!

"THE PRIVATE LIFE OF HELEN OF TROY"

With LEWIS STONE, MARIA CORDA, RICARDO CORTEZ, MARIO CARILLO.

GIANT GORILLA

Capture in Spooky House

A giant ape-man, standing nine feet tall and tipping the scales at 400 lb., has the title role in "The Gorilla," picturisation of the sensational mystery-comedy by Ralph Spence which, in its stage version, rocked Broadway for more than a year.

Charlie Murray and Fred Kelsey are co-featured in the role of Mulligan and Garrity, two detectives who hear all, see all, and know nothing. They undertake to capture the gorilla and thus solve several mysterious murders which are supposed to have been committed by him. Their extraordinary methods in effecting this capture in a spooky house on the top of a cliff furnish most of the hilarity. The comedy, however, is combined with chills and thrills, according to First National Pictures, which made the picture. It will be seen at the Majestic Theatre, Kowloon, next Thursday.

Gorillas are notoriously dangerous. They are animals to be seen behind the bars of a cage, but when there is one running loose in a house in which a murder has just been committed, it is time for action, and Murray, Kelsey, Alice Day, Tully Marshall, Claude Gillingwater, Walter Pidgeon, Gaston Glass, Brooks Benedict, Aggie Herring, and Sydney Crossley supply plenty of it.

Alfred Santell, the director, is reported to have ably handled a most difficult picture. He has carefully blended an eerie melodrama with hilarious comedy. He has kept a fast and even tempo of happenings, so that one is sitting on the edge of the seat from the opening flash to the last flicker.

For spine tickling and scalp racking thrills you are advised to see "The Gorilla."

LOST HER VOICE

The screams supposed to be coming from Alice Day, who has the leading feminine role in "The Gorilla," were all real for the first two days of the picture's filming. After that they were merely gurgles, for who had used her voice so much that it disappeared entirely for almost a week.

GRIN GETTER

Screen Comedian Speaks for Himself

Being a comedian, whether of the stage or screen, must become an irksome task at times, and many a grin may barely hide a grimace of annoyance at making the world laugh when you are not in the mood for your job.

At least, such was our suspicion until meeting one of the most famous of screen comedians, who has made millions grow merry at his spontaneous fun-making and amusing make-up. Willard Louis completely assuaged our doubts on that score, and heartily assured us that being a comedian was really a mighty pleasant job and trying it was the only way to be convinced.

Mr. Louis will appear in J. Stuart Blackton's production for Warner Bros., "The Passionate Quest," at the Majestic Theatre, next Tuesday. He portrays a hard, mercenary, rather boorish person, intent on accumulating a fortune, yet eager to include in the beauty of a little actress whom he covets with his roving eye.

"Being funny may be more difficult for those of a naturally serious disposition, although it is unlikely that such a person would turn to comedy as his forte," he says. "But if you naturally find life easy, humorous and a comfortable sort of thing; if you are inclined to bubble over with joy and to ignore worries; then being a funny man never palls—it simply means being yourself."

"Of course, I don't mean that in real life I am always pulling 'gags,' or doing the stunts which belong to screen comedy entails. Frequently one's role demands compromise with one's own ideas of what is funny and what is slightly vulgar."

Naturally, if a stunt will make audiences laugh, my personal opinion will have to be sacrificed. However, if a situation is an amusing one and you play up to it, you cannot help but be funny.

"My natural reaction to life is to laugh. I am not a very serious-minded strict person; I would rather see people happy than perfect, although, if they can combine both, so much the better. Everybody's idea of the joy of life is a different one, but to me it seems a healthy acceptance of the trials and

tribulations of this world, coupled with a healthy willingness to see the pleasant, happy moments it also offers. I hold no sympathy with those "Pollyannas" who invariably find some saving bit of happiness in the midst of stark tragedy. Life may be cruel and bitter for many people. Because it is kind to me, because I don't have to worry about my weight, am happy and healthy; it seems to me all the more reason to take joy in my job of making people laugh and I do!"

Willard Louis first won recognition with his portrayal of the Prince of Wales in "Ben Hur," starring John Barrymore. That settled his destiny as a screen actor, and to-day he is recognised and starred in his rightful place—one of the most amusing of cinema comedians.

NOT MISSING LINKS

With the present craze for golf, especially in Hollywood, there are still two men who have never played the game, and emphatically deny they miss the links.

These two are Charlie Murray and Fred Kelsey, who play the parts of Mulligan and Garrity, the demon detectives, in "The Gorilla."

PASSION!

Passion! What is it? For years the word suffered from abuse in motion pictures. It consequently degenerated in the movie mind to something connected exclusively with sex. But passion with the supreme quality that characterised the great saints, at to-day it characterises the great scientists. It is the compelling, relentless force that drives strong men and lovely women to deeds of desperate heroism, of reckless adventure. It is the seething life-blood of humanity. See "The Passionate Quest," at the Majestic Theatre, Kowloon.

While the other act was being arranged, Miss Day, who had been working all day, decided to rent a moment, so she lay down on the bed while the rest of the troupe scattered. She must have dozed or fallen into a light sleep, for it seemed only a few moments when something gave the bed a terrible jolt, and—awaking! she looked right into the face of a nine-foot, four-hundred-pound

ALICE MEETS GORILLA AND AN-INTRODUCTION!

Modernists claim that chaperones went out of date with formal and proper introductions, but here is one instance when a chaperone would have saved a great deal of excitement, shock and suspense.

It happened during the screening of "The Gorilla." Alice Day, who has the lone feminine role, was preparing for her screen with the gorilla himself. The scene is where he carries her from room to room of the big, spooky house, with two dumb detectives, Mulligan and Garrity, played by Charlie Murray and Fred Kelsey, and I do!"

The scene had been explained to her by Alfred Santell, the director, and everything was in readiness, except his majesty the gorilla.

In a Bad Mood

After some waiting word came that other scenes would have to be taken, as the gorilla was not feeling at par and in no mood to work, especially to carry a young lady hither and thither.

As this was the first time the ape man had been used, and no one in the company, including Tully Marshall, Claude Gillingwater, and Walter Pidgeon, had ever seen him, the vote was passed around that it was best to leave him alone for the time being.

This meant that another set would have to be raised, as this one, which depicted Miss Day's bedroom with a dainty bed, dressing tables, etc., was all ready, including the camera and lights set. Then the fun began . . .

Helen of Troy, famed in song and story as the world's most beautiful woman, was a blonde as far as the screen is concerned, thus settling as far as the cinema goes, a dispute between poets and painters which has raged for many a day. Mary Corda, blonde European actress, plays Helen of Troy in First National's "The Private Life of Helen of Troy" . . .

TO RUN LONDON!

Tale of Passionate Adventure

As a spinner of exciting yarns, E. Phillips Oppenheim is in a class by himself. He writes stories that speak for themselves in action and are, therefore, much better suited for screen adaptation than the works of more literary authors.

Among his recent novels, "The Passionate Quest," stood out as almost perfect photoplay material, and it has been turned into a quite perfect picture by J. Stuart Blackton, who made the production for Warner Bros.

The leading roles are played by May McAvoy, Willard Louis, and Louise Fazenda, supported by cast that includes Gardner James, Jane Winton, Holmes Herbert, DeWitt Jennings, Vora Lewis, Nora Cecil, and Frank Hertog.

The story tells of the attempt of a trio of people in a small village at home to conquer the London world of business, literature, and stage. It makes stimulating entertainment.

CINEMA STAR

Carried Off by a Gorilla

Alice Day, the dainty leading lady in the cast of "The Gorilla," First National's thrilling mystery-comedy featuring Charlie Murray, is, the sister of Marceline Day, and a graduate of the comedy field. This is her first lead in a dramatic feature, for not many months ago, she was heading her own company for Mack Sennett, where she starred for almost three years.

Miss Day is the only feminine member of the cast of "The Gorilla," outside of Aggie Herring, who plays the part of the housekeeper. All the rest are either detectives, reporters, or suspected of being the gorilla himself.

In one of the scenes, she is carried from room to room of the house in the arms of a real, nine foot ape-man, and to say that wasn't a thrill would not be expressing it even mildly. However, possibly the gorilla felt the same way about it.

"The Gorilla" is known as one of the wildest and funniest mystery comedies ever written. There are spine-tingling thrills and rib-tickling laughs, and they come so fast that it is hard to distinguish them after the first reel of film.

CALLED A GORILLA

Didn't Mind Till He Saw One

Charlie Murray, who is featured as one of the two famous detectives, Mulligan and Garrity, the mystery comedy melodrama which will be at the Majestic Theatre, soon, is an Irish as his name indicates. He was at one time the partner of Mack in the vaudeville team of Mack and Murray. Being Irish he has the wit and humour that goes with that nationality and tells the following story of the Irishman and a gorilla.

It seems that Pat was haled before the local judge on the charge of assaulting and beating Mike, formerly his best friend. Mike was in a bad way. His eyes were blackened, his nose broken, and had the appearance of having gone through a rock-crusher.

On being questioned by the judge as to why Pat should attack and beat his best friend in such a manner, he replied that some ten months previous Mike had called him a gorilla, and it was only the day before in a movie that he had seen what a gorilla looked like.

When the architect of the famous Paramount studio designed the buildings, he had a "prop" man complex, according to some, who witnessed the filming of "The Last Command," Paramount's latest production, starring Emil Jannings, the famous European character actor that comes to the Majestic Theatre shortly.

Several of the studio exteriors were filmed for "location" shots during the production of the film, the most notable being the filming of the interior and exterior of the administration building, which appears in the picture as being the fabulous castle of Emil Jannings.

Sun Life Assurance Co. of Canada

A TOWER OF STRENGTH

1929

(Canadian Currency)

Insurance in Force (net)	\$2,401,000,000
New Insurance Paid For	654,000,000
Assets at December 31st, 1929	568,000,000
Surplus to Contingency Funds	72,000,000
Payments to Policyholders and Beneficiaries	69,000,000

The 1929 High rate of Dividends continued for 1930.

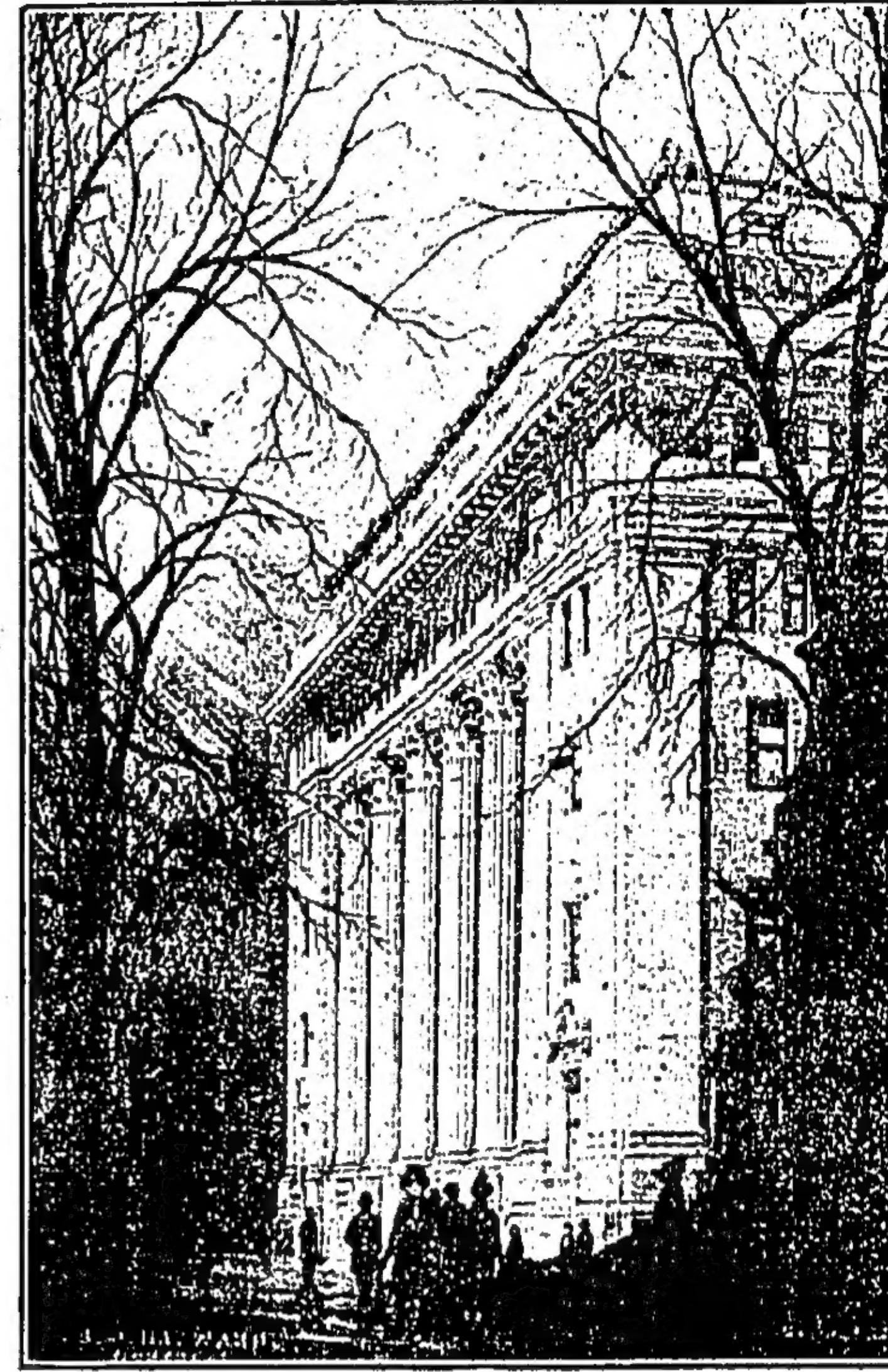
Special Maturity Dividend authorized for 1929 on Death Claims and Maturing Policies is being continued on a more liberal basis for the calendar year 1930.

SUN LIFE ASSURANCE COMPANY OF CANADA

Chief Office for South China: King's Building, Connaught Road, Hong Kong.

Resident Secretary

B. W. TAPE.



RACING RECORDS BEATEN

Apollo Leaves the Field Standing

SITTING BULL'S DEFEAT

Mr. Encarnacao Has Run of Good Luck

Ideal weather favoured the first day of the annual racing carnival at Happy Valley, yesterday. There were big fields, and some stirring finishes, which aroused the enthusiasm of the large crowd.

The meeting was noteworthy in that two course records were beaten during the day, curiously enough in successive races. In the Foochow Cup, President Hall, ridden by Mr. Encarnacao, turned in a time of 3 minutes, 07.2/5 seconds for the 1½ mile course, thus beating the previous best of 3.08.3/5, previously held jointly by Mr. G. H. Potts' Invincible King and Mr. John Peel's Local Option, and put up in 1921 and 1925 respectively.

Apollo followed this up with a record for the five furlongs of 1 minute, 11.3/5 secs., the previous best being 1.12.1/5, by Sir Paul's Coronet Dahlia in 1916.

CHINESE OWNERS' GOOD DAY

Another feature was the first defeat of Sitting Bull, who is now in his third season of racing. Last year he beat President Hall in the Champions over 1½ miles, and was expected to come in first again yesterday, but the "good thing" came unstuck, and President Hall had his revenge.

Chinese owners had a good day, and won five out of the eight races. Mr. Ho Kom-tong had two wins, Mr. Chan Tin-sion two also, and Messrs. Lau and Lee one. Mr. Encarnacao was the most successful jockey, coming in first on three occasions.

The Curtain-Raiser

Twenty-nine runners turned out for the curtain-raiser, the Wong-Nei-Chong Stakes, and two of the riders, Mr. L. P. Quincey (a Chinese jockey from Shanghai, who is renewing associations with Hong Kong) and Mr. L. G. Frost (a local competitor) were unseated at the start. Mr. Quincey injured his wrist but came out again and Mr. Frost also suffered no appreciable ill effect.

An outsider beat the lot here, and the dividend was again formidable in the next race, when Mr. Y. S. Chang, with a big reputation from

of San Francisco to take second place.

Wisdom Stag brought home the "bacon" for Mr. Chan Tin-sion in the next race, the Hopeful Stakes, running very gamely, and hanging on to his lead in the straight to record a popular victory by three lengths from King's Colour.

In the final race, the Tientsin Stakes, Mr. Harriman, on The Ape, went away at a cracking pace, and was in the lead until almost into the straight, although being rapidly overtaken. Coming into the straight he was done with, and The Pheasant and Cream Cracker fought it out, with the first-named passing the post a length ahead. Mr. Frost, on Cream Cracker, was always well up with the leaders, but The Pheasant had a bit in hand to finish with. Incidentally, the race provided Mr. Leighton with what must be his first win on the course.

Incidentally, the winning dividend was \$49.20.

An Animated Scene His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.), and party were present during the day, and the scene was a most animated and colourful one.

The many manifest improvements at the course were much appreciated by the spectators, the advantages of the new frames for names, being particularly commented upon.

Benches on the spacious lawns and other innovations were highly appreciated. The departure made by the Jockey Club in setting down one more day—making the total five—and beginning on the Saturday instead of Monday, met with commendation from racing men and punters alike. Even the Chinese crowds inside the tracks in the Race Course were drawn to the rails away from the soccer matches—and how they cheered when a Chinese jockey romped home.

The band of the 2nd Battalion the King's Own Scottish Borderers gave excellent selections during the intervals.

Details of the day's racing are as follows:

1.—The Wong-Nei-Chong Stakes—Winner \$750. Second \$300. Third \$200. For China Ponies. Subscription Griffins of any season non-winner. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Half a Mile.

Apollo romped home.

Apollo on the other hand, was never extended and romped home by many lengths in the China Stakes.

Fifty Fifty was one length ahead

(Mr. Encarnacao).

Dyer & Bolith's Loch Fyne 155 lbs.

(Mr. Heard).

Bellamy & Gordon's Snaefell 158 lbs. (Mr. Arnold).

Harbo's The Jungle Book 162 lbs. (Mr. Collaco).

Mrs. K. E. Beith's Bay Rhum 155 lbs. (Mr. Frost).

N. R. Bjork's Berse Alka 147 lbs. (Mr. Fischer).

Lo & Liang's Blue Skies 152 lbs. (Mr. Y. M. Loo).

Ho Kom Tong's Cheas Hall 155 lbs. (Mr. Halmovitch).

D. U. N. Down's Devil's Dyke 168 lbs. (Mr. Bulteel).

Chow & Chau's Happy Day 147 lbs. (Mr. S. Y. Liang).

Chan Wai-yan's Hong Kong Beau 155 lbs.

H. S. Chan's Chesaapeake Bay 172 lbs. (Mr. Harriman).

W. G. Fischer's Buster 160 lbs. (Mr. Fischer).

Beith & Heard's Christmas Chimes 172 lbs. (Mr. Heard).

Harbott's City Hall 166 lbs. (Mr. Noodt).

Ulster's Erin's Isle 165 lbs. (Mr. Collaco).

C. M. Leitao's Jade 158 lbs. (Mr. Backhouse).

Trier's Kum On 162 lbs. (Mr. Sewell).

Own's Lonesome Night 163 lbs. (Mr. Knoll).

Chan & Mok's Magic Caduceus 155 lbs. (Mr. Leighton).

Topside's Mountain Ash 155 lbs. (Mr. Stanton).

Weefree's Musketeer 150 lbs. (Mr. Bulteel).

Mrs. H. S. Chan's Pagoda 168 lbs. (Mr. Harriman).

Mr. Pearce's Piccy 162 lbs. (Mr. Halmovitch).

Hynes & Mackie's Pineapple 155 lbs. (Mr. Noodt).

Lau & Lee's Ploughman 160 lbs. (Mr. H. C. Leo).

Fordindus' Siamese Shop 155 lbs. (Mr. Soares).

Rafeek & Rumjahn's Silver Dragon 155 lbs. (Mr. Quincey).

Ho Harbo's Gay Caballero 161 lbs. (Mr. Quincey).

Eve's Sunrise Eve 155 lbs. (Mr. Quincey).

Tang Kee's The Ringer 147 lbs. (Mr. Bowring).

W. E. L. Shenton's The Teal 150 lbs. (Mr. Ho Sal-man).

W. E. L. Shenton's The Widginton 155 lbs. (Mr. Da Roza).

Mickela's Tighie 155 lbs. (Mr. Charlton).

Mrs. W. T. Southorn's Tombola 150 lbs. (Mr. Reidy).

Neck: ½ length

Time: 1.03.3/5.

Parl-mutuel:—

Winner: \$83.40.

Places: 1st \$20.20; 2nd \$81.40; 3rd \$40.50.

2.—The Old Course Plate—Winner \$750. Second \$300. Third \$200. For China Ponies. Subscription Griffins of any season non-winner. Weight for inches as per scale. Ponies that have started in at least four Extra Meetings in Hong Kong during 1929, two of which have to have been before July 1 and two subsequent to that date. Weight for inches as per scale.

Winners anywhere during 1929 or

one race 7 lbs. of 2 races 10 lbs. of three or more races 14 lbs. extra. Subscription Griffins of 1929 allowed 10 lbs. (Jockey Allowance). Allowances accumulative. Entrance \$10. One Mile.

Lau & Lee's Duke of Chantilly 168 lbs. (Mr. Y. S. Chang).

Hau Uu's Monterey Bay 168 lbs. (Mr. Da Roza).

Dynasty's Young Prentender 169 lbs. (Mr. Heard).

H. S. Chan's Chesaapeake Bay 172 lbs. (Mr. Harriman).

W. G. Fischer's Buster 160 lbs. (Mr. Fischer).

Beith & Heard's Christmas Chimes 172 lbs. (Mr. Heard).

Harbott's City Hall 166 lbs. (Mr. Noodt).

Ulster's Erin's Isle 165 lbs. (Mr. Collaco).

N. Hashim's Sunning 165 lbs. (Mr. Charles).

K. H. Kay's Tarmacadam 169 lbs. (Mr. Bowring).

Mac's Zephyr 147 lbs. (Mr. Arnold).

Ho Harbo's Gay Caballero 161 lbs. (Mr. Halmovitch).

John Peel's Done Again 152 lbs. (Mr. Heard).

John Peel's Double Ton 155 lbs. (Mr. Knoll).

K. P. Yu's Double Ton 155 lbs. (Mr. Y. M. Loo).

John's Dunce 155 lbs. (Mr. Leighton).

Padlock's First Key 155 lbs. (Mr. Bulteel).

Splits's Gay Torcador 152 lbs. (Mr. Bulteel).

John Peel's Greyback 168 lbs. (Mr. Gollinco).

Luckyman's Iron Blood 163 lbs. (Mr. Frost).

Chan Tin-Sion's Apollo 155 lbs. (Mr. Quincey).

Yam Man's Fifty Fifty 155 lbs. (Mr. Da Roza).

Bennett & Cave's San Francisco 155 lbs. (Mr. Charles).

Eve's Misty Eve 155 lbs. (Mr. Bowring).

Own's Amusement Tax 152 lbs. (Mr. Backhouse).

Ho Kom Tong's Campbell 155 lbs. (Mr. T. L. Wong).

Ho Kom Tong's Imperial Hall 158 lbs. (Mr. Ho Sal-man).

Wong Ping-shun's Thracian 155 lbs. (Mr. Charles).

Atch Atch's Chivalrous 155 lbs. (Mr. Bulteel).

J. F. Macgregor's Stratroy 155 lbs. (Mr. Arnold).

Ramat's The Dodo 155 lbs. (Mr. Bulteel).

Wong Ping-shun's Thracian 155 lbs. (Mr. Charles).

Poarco's Tonbridge 155 lbs. (Mr. Halmovitch).

J. C. Macgown's Diana 155 lbs. (Mr. Soares).

Dyer's Four Clubs 158 lbs. (Mr. Bulteel).

Harbo's Gay Caballero 161 lbs. (Mr. Collaco).

L. Dunbar's Good Hope Bay 101 lbs. (Mr. Hill).

L. Dunbar's Lobster Bay 161 lbs. (Mr. Soares).

Ho Kom-tong's Royal Hall 158 lbs. (Mr. Bulteel).

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LIVER SAUSAGE
FRANKFURTER SAUSAGE
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PORK PIES

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Double Width @ \$1.30 a Yard
All Coloured Spun Crepe
@ \$1.60 a Yard
All Coloured Crepe de Chine
Double Width @ \$2.25 a Yard
Crepe de Chine Hand Emb'd
Underwear (3 Pcs. Set) @ \$15.00
Crepe de Chine Hand Emb'd Pyjamas
@ \$7.50
Men's Silk Pyjamas @ \$6.00

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Rest Houses in Colony Malaya is the certainty that, to whatever part of the country your stops (or wheels) may lead you, you will find a Rest House at the end of the journey. Hot, tired, and covered with dust and the bites of insects, there seems hardly anything more delicious than a long drink under the verandah in some jungle outpost, followed by a refreshing plunge into the tub. Indeed, in spite of the sometimes eccentric entries in the Complaints Book, set down by fastidious persons whom nothing can content, the Rest House may be considered to be a godsend to all who inhabit Malaya. As is only to be expected in a country not yet fully-developed, the comforts and equipment of these roadside caravanserais vary not a little. No one with any sense of values expects to find the luxuries of an up-to-date hotel on the fringe of a mangrove swamp, yet often he may chance upon a Rest House that leaves little to be desired in the way of provision for bodily rest and refreshment.

At Raub, for instance, a small refinement township not far from Kuala Lumpur, the Government has lately erected a new building of stone and concrete, which is a quite unusual refinement for the country. The older Rest Houses, nevertheless, have a distinct charm which amply compensates for dingy bedrooms and rotting floorboards. One of the most picturesque of these older buildings is the Rest House at Kuala Selangor, set high upon a hill, overlooking a vast sea of pale green mango forest, the haunt of wild pig and deer. One is awoken after a refreshing sleep by the chattering of innumerable monkeys gambolling in the trees outside one's window, and a boy brings tea with papaya, pomelo and other luscious fruits.

Another Rest House of captivating charm, on account of its romantic setting, is to be found at Jeram, nine miles from Kuala Selangor. It is a primitive, tumble-down wooden structure, whose worn stone steps are washed by every tide. On either side it is flanked by tall coconut palms in full bear-

ing, and few things in life can be more enjoyable than to lounge in a creaky deck chair on the verandah, looking across the sparkling Straits of Malacca to the tiny island of Pulau Angen, seven miles out.

To the visitor
A Blemish from Malaya.
Here lack of Rest
Houses in Hong

Kong and the New Territories is a distinct blemish upon an otherwise interesting countryside. The Chinese villages, with their walled granaries and occasional pagodas, have a quaint charm for those whose eyes have feasted only upon the dark seas of jungle and towering mountains clothed from base to peak with gigantic, primeval trees. Yet those who spend their leisure hours in motoring or walking through the New Territories, must bemoan the unfortunate lack of places in which they might rest and obtain refreshment. It is true that Messrs. Lane, Crawford have to some extent catered to this need by establishing a wayside house at Castle Peak, but, one may justly object, he does not wish to be limited in his peregrinations to Castle Peak. If this firm or some other enterprising concern would establish a number of Rest Houses at various parts of the New Territories, say at Tai Po, Tai Kung, and Shun Chun, there is every reason to believe that it would be welcomed by and receive the support of many persons who like to spend their week-ends in the open air.

It is a matter, however, rather for For New Government action Governor than for private enterprise, and we should like to see the new Governor inaugurate a scheme to subsidise the erection of Rest Houses in the Colony. It may be pleaded that they are not a necessity, and that their erection would be a waste of public money; but when one considers how large sums are expended each year in this Colony on matters that are really of no import, one cannot, surely, begrudge the very modest amount that would be required to give pleasure and rest to the hardworking residents of Hong Kong?

Plagiarising a writer in a Straits Life Here paper the question may be asked: What does life in Hong Kong

mean to the average woman? One continual stream of social engagements, entertaining and being entertained by people for whom she cares nothing. A dinner party in this house, a bridge party in that, a piano party in the next, so it goes on incessantly. The same people meet each other at these gatherings day after day, and life seems to revolve in an everlasting circle. These people who entertain and are entertained by you care nothing for you personally. If for any reason, want of money, or from pure boredom, you drop out of the magic circle for an instant, your place is soon filled by someone better off or more interesting, and you are forgotten and life continues as usual. One often wonders if any of these people ever pause to think where it all leads to; what use or profit there is in a life of empty pleasure. In an everchanging society like that of Hong Kong, where people are always "moving on," perhaps it is difficult to form any real friendships.

Friendship in the East is less sincere than it is at Home, because life in this Colony is so artificial. Perhaps it has to be so, for, as the fair writer whose plumes we have borrowed puts it, we have countless acquaintances who are for ever changing. We meet people in our social life at Clubs, parties, and dances. Conversation is light and impersonal—and how can it be otherwise? Perhaps it is the lack of home life, the absence of anything serious or worth while that tends to make our so-called friends mean so little to us. Again, friendships between men and women are so often misunderstood, more especially in this Colony, where everyone knows everyone else, and our doings are criticised and discussed.

The great Disraeli once said "Female friendships are of rapid growth." So life continues in this land of adoption and we must take it as it comes, even if at times the shallowness of it all appals us. Never should we lose sight of the fact that friendship is one of life's most rare and precious gifts, and if we discover in all the artificial and social whirl one friend who is true, surely life has not been in vain and we have gained something essentially worth while.

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SUNDAY SALLIES.

Sensational story: "Seizure of arms" at a local dance.

"China's Worst Foo."—In our kitchen it's the wash-amah.

There are "Dyehards" even amongst the Kowloon flappers.

Many a man who marries is consigned to a condemned cell.

Prisoners at the Criminal Sessions have often a trying time.

Many local patrons of the turf will feel quite spent to-day.

Wine Trade Note from Home: This is the month of Fee-brewery.

The new Hong Kong Flying Club seems to be flying for high stakes.

The higher price for "smokes" has caused no abatement of the smoke nuisance.

Seizure of fire "arms" in Wan-chai.—A loud spoken wife lifted up a still poker.

Those American tourists were greatly interested in the cattle pens for the buses at Kowloon Point.

The only M.P. who could roll a cigarette has given up smoking.—Thus the tone of politics sinks lower and lower.

The patrons of the Seamen's Institute don't care a rap for a taxi—they're quite content with their new Brougham.

"William Fox presents 'Four Sons,'" says an advertisement.—Surely too costly a present to be accepted nowadays by anyone in Hong Kong.

Some doting parents are still driving in vain for the King's Bounty.

The best tips yesterday came from a billiard table.

Is it better to have botted and lost than never to have botted at all?

The Hatry Case.—A Daniels came to judgment. Yes, and he got seven years.

The Police will like to make a clean sweep of all profiteers in rice sweeps.

There is no cork in cork legs. The name comes from Dr. Cork, the inventor.

"Lost, stolen, or strayed": A "pony" put on a pony at Happy Valley yesterday.

Carner, it appears, is only 6 ft. 6 in.—That brings him just about into our own class.

Nero did not fiddle when Rome burned.—He was fifty miles away at the time, and the fiddle had not then been invented.

A "soccer" referee recently had a narrow escape in a car collision.—Football fans will object to motorists poaching like this on their preserves.

Some women have too little humour to appreciate Burns. It is said. Burns always appreciated women.—The inference is too obvious to be stated.

A new two-engined aeroplane that can fly, turn and climb while one engine is cut out was tested at Home recently.—It is to be hoped that the only thing it cannot do now is—fall.

Lindbergh was the 67th man to make a non-stop flight across the Atlantic.—Before, he crossed the Atlantic and Brown did so; also the R-84 (crew of 21) and the German airship (crew of 88).

A blend for stalwarts maintaining that nearly five million people in America can neither read nor write.

It is pleasant to think that in these modern days most of them will be able to earn a living quite easily by composing jazz songs.

Lifting the right elbow too much, it is said, is the cause of most bad golf.—This glaring fault is, of course, to be noticed more than anywhere else on the nineteenth hole.

Magistrate (at a city Court)—Thirty days' imprisonment.

Prisoner—Thirty days! Ah! well, I hope you are in heaven before I come out.

"Where does the money we pay in taxes go?" asks one paper.

Most people are not so much concerned where it goes as where it is going to come from.

A blend for stalwarts maintaining that nearly five million people in America can neither read nor write.

It is pleasant to think that in these modern days most of them

A good example of "misspent" youth was seen at the Races.

Like some people we know—after the first day of the Races—February is on its last legs.

There ought to be a strain on Lazarus's resources after the great strain of watching five days' races.

With a Hong Kong high official going to Malaya and a Malayan Civil Servant coming here, we can now cry "Feebs."

Fish frying is reported to reach a very high standard in Glasgow.—Their chips apparently are nearly as famous as their chips.

A few more weeks and thousands of golfers will be getting in full swing with the new steel-shafted clubs.—The whirl of steel.

"Dundee Girl Fools Abberdonian," says a headline.—This is the sort of thing that leads people to say that you can never believe what the papers tell you.

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HONG KONG, SUNDAY, FEBRUARY 23, 1930.

Unwelcome Note of Pessimism

NOT only in Hong Kong and the Far East in general, but right throughout the world of banking and commerce, the annual speech of the Chairman of the Hong Kong and Shanghai Banking Corporation is anticipated with keen interest. As a doctor diagnoses an illness, defines the symptoms, traces the causation, and prescribes a remedy, so does the Chairman of the "Bank" place his finger on the pulse of commerce and analyses with a critical and experienced eye all that has been a help or a hindrance in the preceding twelve months and all that may be helpful or otherwise in the immediate future.

It is most unfortunate that the major note struck in the review at yesterday's yearly meeting of shareholders was one of extreme pessimism, with scarcely the suggestion of a silver lining somewhere on the horizon to lighten the gloom. Pessimism may be not altogether bad in season, although there are those who would prefer moderate conservatism, which is, after all, but a twin sister of pessimism. Be that as it may, plain speaking, even though unpunctual, is calculated in the long run to react more favourably than mere honeyed words without little justification therefor.

First and foremost, the currency difficulties receive, as was only to be expected, special attention, but no palliative is suggested for the existing unsatisfactory state of affairs. In fact, just the opposite note was struck when it was stated that "with conditions as they are in China one looks in vain for any probable source of a consumptive demand of sufficient strength and endurance to effect an appreciable recovery in prices." In addition to the Colony's currency difficulties, it was noted that we have suffered the inevitable reaction of civil war in the two Kwang provinces and other parts of China. A series of important counter movements threatened the stability of the Nanking Government and the peace and security of the population. These repeated uprisings absorbed most of the country's energies. A year ago, as the Chairman yesterday pointed out, it was at least possible to hope that the Nationalist victory had done away with the old disruptive forces which kept China in turmoil. The events of the last twelve months proved that hope to be vain and the Chairman of the Bank, in common with the large majority of observers of Chinese politics, fears that we must now re-examine ourselves to a slower and less dramatic cure of China's domestic ills.

As the head of the greatest banking institution in the Orient the Chairman of yesterday's meeting passed some very pertinent observations on the controversial subject of extraterritoriality, which, it is hoped, will sink into the minds of those of China's present-day leaders who fondly imagine that extraterritoriality can be swept away by one stroke of the pen merely because the Nanking Government chooses its own moment for its abolition. "Its abrupt termination," says the Chairman of the Bank, "would seriously imperil the existence of institutions such as the Bank and would be an act of the gravest injustice." There must be adequate safeguards even for gradual abolition. Until a vast improvement takes place in the direction of peace and orderly government in China "it would be certainly premature, and not improbably disastrous in the fullest sense of the word, to place foreign businesses under the sovereign control of local Chinese officials." These are weighty words that cannot be idly ignored by China's leaders any more than they can be passed over by the British Foreign Office.

HONG KONG FAIRY STORIES

Every punter won tons of money at the races yesterday.

The Chinese detective who had his pocket-picked of a fountain pen is quite happy about it.

Race tipsters will this week be compelled by a special Ordinance dated 1840 to back their own tips.

The first non-Welshman spelling and pronouncing Cymdeithas Dewi Sant correctly will be made a life member of St. David's Society.

ACKNOWLEDGMENT

Mrs. F. C. Young desires to thank her friends for all the kindness shown during the illness of her husband and for their sympathy in her bereavement.

SIR W. PEEL

Commenting on the appointment of Sir William Peel to be Governor of Hong Kong the Malay Mail says that, whilst Mulya will congratulate Sir William on his well-deserved promotion we also deplore the loss of the valuable services of a second widely experienced Civil Servant of sound administrative ability within a few days. Both Sir William Peel and Mr. A. F. Richards have worked hard and brilliantly for Malaya and their transfer to Hong Kong and British North Borneo, respectively, involves the loss to this country of the fruits of wide and ripe experience in the solution of its peculiar administrative problems.

Sir William, an outline of whose career occupies almost two pages of the Malayan Civil List, came to Malaya nearly 33 years ago. He became a passed Cadet two years later and served in many appointments in the Colony and F.M.S., being promoted to Class IV in 1908, Class III in 1912 and Class II in 1919. He did yeoman service in 1919 as Food Controller for Malaya and his services later as Chairman of the European Unemployment Committee will always be gratefully remembered. In 1922 Sir William came to the F.M.S. as Controller of Labour, his subsequent appointments being as acting British Adviser to the Kedah Government (confirmed in 1922), acting Resident Councillor, Penang (confirmed, July, 1926), and acting Chief Secretary to Government, F.M.S. (confirmed, June 9, 1926). In 1927 Sir William was appointed to administer the Government of the Straits Settlements and to be High Commissioner for the Malay States, subsequently resuming his substantive appointment as Chief Secretary, F.M.S.

Sir William and Lady Peel left for London on special leave toward the close of last year.

Their numerous friends throughout the Peninsula will join us in wishing them all happiness and success in Hong Kong, and in regretting their departure from Malaya.

GAMBLING FEVER

Home papers to hand give great prominence to the Hatry Case. As for the severity of a sentence of fourteen years (which will probably be less), such sentences and still heavier are passed without remark upon unfortunate creatures who have never had a chance in life to be anything but the brutes they are. These latter have been guilty of crimes of robbery or violence which in many cases sprang naturally out of their miserable circumstances.

Why should we think nothing of sending to jail for long periods an insignificant criminal who has struck a blow in drunken anger and yet waste sympathy on one who may have reined thousands by a course of deliberate fraud to pile up riches for himself?

So far as Hatry and his associates are concerned, no more need be said except that it is to be hoped that their sentences will act as a deterrent to others who may be tempted to pursue similar courses.

There are, however, wider questions which have been opened up by this case and its attendant circumstances. It has not been shown that Hatry's crime was in any way due to the system under which the community's financial affairs are handled. On the contrary, it was a direct and gross breach of that system and of the code of honour which is essential to it.

But reflections are inevitable upon various attendant conditions, such as the gambling fever which ended in a slump, and which was participated in or connived at by too many whose positions should have led them to discourage it more actively than they did.

The Stock Exchanges, for example, should see to it that the privilege of dealing in new shares is not abused. The public authorities should be more efficient in insuring the presentation of company accounts within the time limit: there should be a better inspection of share registers, and some check upon the system of dealing in shares through nominees.

These matters, and others which will readily occur to those familiar with Stock Exchange and company promotion business at home, have little if anything to do with Hatry's crime: they have a good deal to do with the general conditions under which such crimes become the outstanding landmarks in a history of more or less dishonest transactions and financial failures.

News in Brief

The return of notifiable diseases for the 24 hours ended at midnight on Friday shows two cases of typhoid, two of smallpox, and one of diphtheria, all Chinese.

An enjoyable dance was held at the premises of the Russian Cultural Association, Kowloon, yesterday afternoon, about 30 members and guests being present.

Sentence of ten months' hard labour was given to a Chinese at the Kowloon Magistracy this morning, on his admission of returning before his banishment term of 10 years from May 1928 had concluded.

A Chinese, who was arrested near the Kwong Wah Hospital by a constable of the Steam Laundry for stealing some clothing from a vacant piece of ground, was before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday fined \$10, with the alternative of 14 days' hard labour.

A lecture entitled "Some Remarkable Inventions" will be given by Professor C. A. Middleton Smith, M.Sc., M.I.Mech.E., etc., on Thursday, February 27, at 8.45 p.m. in Room "K" of the University. The lecture will be of a popular nature and illustrated. It will be held under the auspices of the University Engineering Society and the general public are invited to attend.

TAIPO TOPICS

(From the United Press Staff Correspondent at the Front.)

RADIO**TO-DAY'S PROGRAMME**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

10 a.m.—Morning Service relayed from St. Joseph's Church:

- 1.—Holy Mass:
(a) Kyrie.
(b) Sermon: "The Soul in Doubt," by Rev. Father Gallagher, S.J.
(c) Offertory.
(d) Sanctus, Benedictus and Agnus Dei.
(e) Post-Communion.

- 2.—Benediction of the Blessed Sacrament.
(a) Salutaris.
(b) Tantum Ergo.
(c) Adoremus.

- 11 a.m.—Chinese Programme.
1.45 p.m.—Weather Report.

- 9.10.30 p.m.—Programme of Victor Records by courtesy of Messrs. Tsang Fook Piano Company.

- "Springtime"—Overture,
Chicago Symphony Orch.
"La Partida" (The Departure),
(E. Blasón—F. M. Alvarez).

- "El Canto del Frasquero" (The Convict's Song),
Emilio De Gogorza.

- "Fantasia" (Mozart),
Dr. Harold Darke.

- Rheingold—Abendlich Strahl
Der Sonn' Augo" (Wagner),
Friedrich Schorr.

- "Pastoral Symphony" (Handel).

1. "How Lovely are the Messengers,"
2. See the Conquering Hero Comes",
Victor Concert Orch.

- "Valse Brillante" (Chopin, Op. 18),
"Valse Caprice" (Rubinstein),
Ignace Jan Paderewski.

- "Festival Te Deum" (Dudley Buck), Trinity Choir.

- "Kreutzer Sonata" (Sonata No. 9 in A Major), Beethoven,
Op. 47) ... Isolde Morges-Arthur De Greef.

- 10.30 p.m.—Close Down.

FOOTBALL

(Continued from Page 4.)

The Burgomaster informed the meeting that the Investigation Department had handed in the following description of the feather-legged Winter mosquito, which had been troubling them so much latterly.

The rough-legged mosquito differs from the common mosquito in having the tarsi covered with feathers down to the toes. It measures about 21 millimetres in length, with a wide spread of wings. The plumage of the upper part of the neck and body is of a dark brown colour; the throat is greyish brown, while the tail is of a pale brown shade with black and white transverse bars. The beak is short and stout, compressed on the sides, and the margin of the upper mandible is sinuated. The female lays from three to four eggs, larger than that of the domestic duck, and of a bluish shade spotted with rusty brown. The nest is built usually on a ledge of rock in a cleft of the hill at the back of the Station. The flight of this mosquito is graceful and majestic; it soars a great height, and moves in the air in circles like the golden eagle. It possesses a highly developed parental instinct, and is said to attend to the nursing of its young for a longer period than most predatory birds. It is, of course, purely carnivorous in its habits. It is an irregular winter visitor to Taipo, a bird of passage on its way to and from its old original breeding haunts in Hong Kong. A few pass the winter at Taipo in the Anopholes Malaria Home, and it is these few which have recently gnawed chunks of anatomy of those who dared to stay outside his mosquito curtain after dark.

The Taipo District Council's legal advisor stated that he had entered a null proscriptio to the charge inaugurated by the Society for Prevention of Cruelty to Animals against the person who put a little fuel oil in his parrot's drinking water because he had a hunch that the said water was the breeding place of the mosquitoes which had perched on the gas burner and put the light out.

The lecture delivered by the D.M.S.S. at the Helena May Institute and the information conveyed to members of the Unsanitary Board as to the forthcoming arrival of two Malariaologists on Tuesday last has caused the management of the Anopholes Malaria Home to take a very serious view of the case, and they intend writing to the Government on the other side of the ditch requesting the latter's most sympathetic consideration to all appeals which may be made by the unscrupulous villagers for the non-removal of the Home.

The Clerk, with head bowed down in the sawdust stated that a printed notice had been received from an anonymous source describing the Burgomaster as an anti-mosquito crank and that the sender's monograph, being a letter, could not take it down as a letter; the sender, being a gentleman, could not write it; but that the Burgomaster, being neither would realise what was thought of him by many.

The Clerk, with head bowed down in the sawdust stated that a printed notice had been received from an anonymous source describing the Burgomaster as an anti-mosquito crank and that the sender, being a gentleman, could not write it; but that the Burgomaster, being neither would realise what was thought of him by many.

On resumption of play the "Sots" forced the play into the Chinese "B" goal area but Wong Wing-lui cleared. Denmead receiving the ball from a throw-in passed to Palmer, who ran from near the half way line to score the third goal. Play was mid-field until Chislett passed to Denmead, who scored the second goal seven minutes before the whistle for half time.

Half-time score: Somersets 2, Chinese "B" 0.

Goalkeeper's Bad Luck

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The "Sots" received a free kick for a foul throw. From this they forced the ball into the Chinese "B" goal area but Wong Wing-lui cleared. Denmead receiving the ball from a throw-in passed to Palmer, who ran from near the half way line to score the third goal. Play was mid-field until Chislett passed to Denmead, who scored the second goal seven minutes before the whistle for half time.

Result: Somersets 4, Chinese "B" 0.

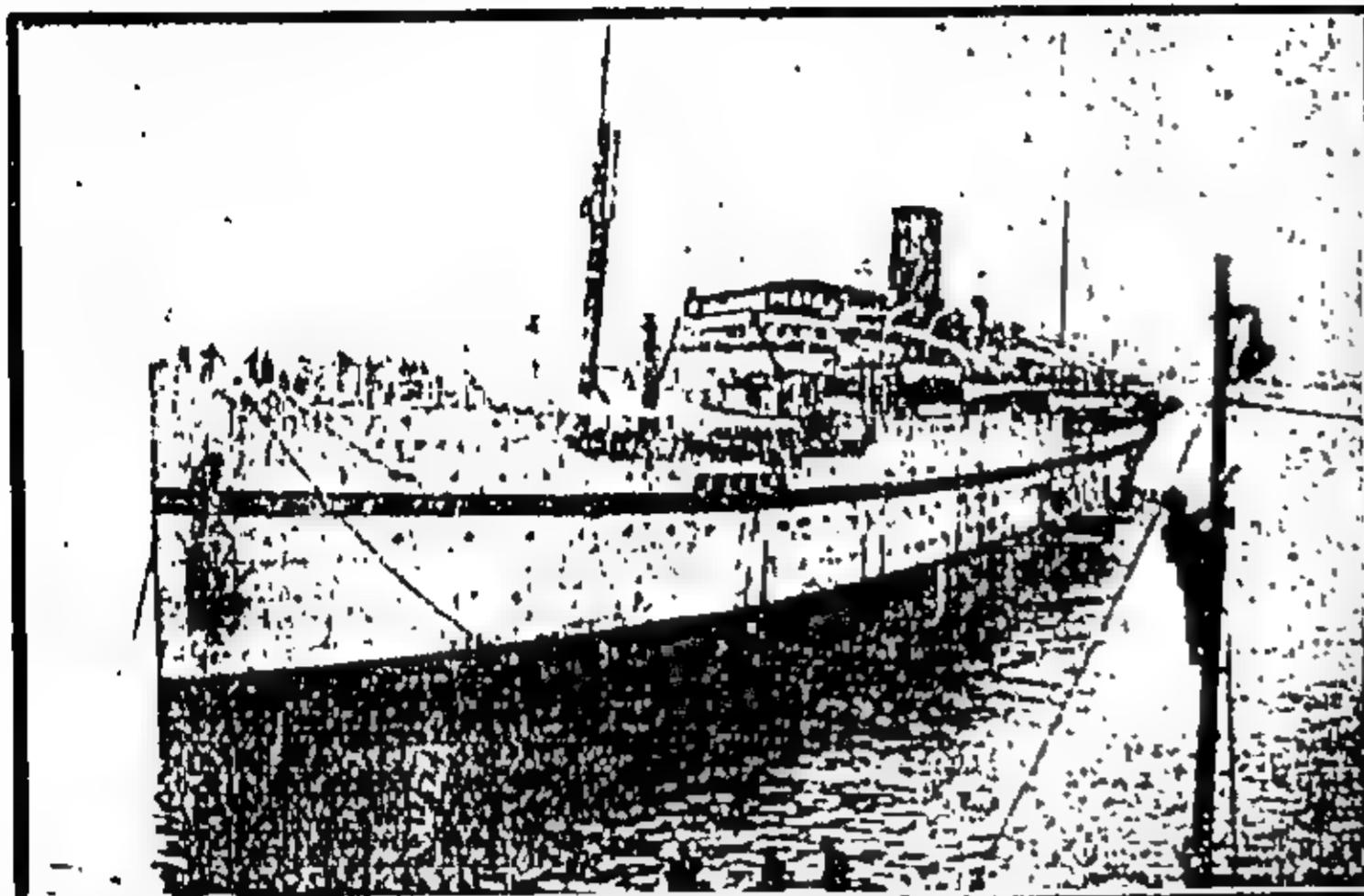
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Hongkong Sunday Herald.

ILLUSTRATED SECTION.

HONG KONG, SUNDAY, FEBRUARY 23, 1930.

1



TROOPSHIP NEURALIA.—The troopship Neuralia, which left Hull's wharf last week, with several units from the Hong Kong forces for Shanghai.



STUDENTS' DANCE.—A group of young students of both sexes who attended the St. John's Hostel concert and dance at the University of Hong Kong on Saturday.



AN EASY TASK.—The start of the Indies' needle race at the Chinn Light and Power Co's At Home on Sunday.—(K. Fujimura).



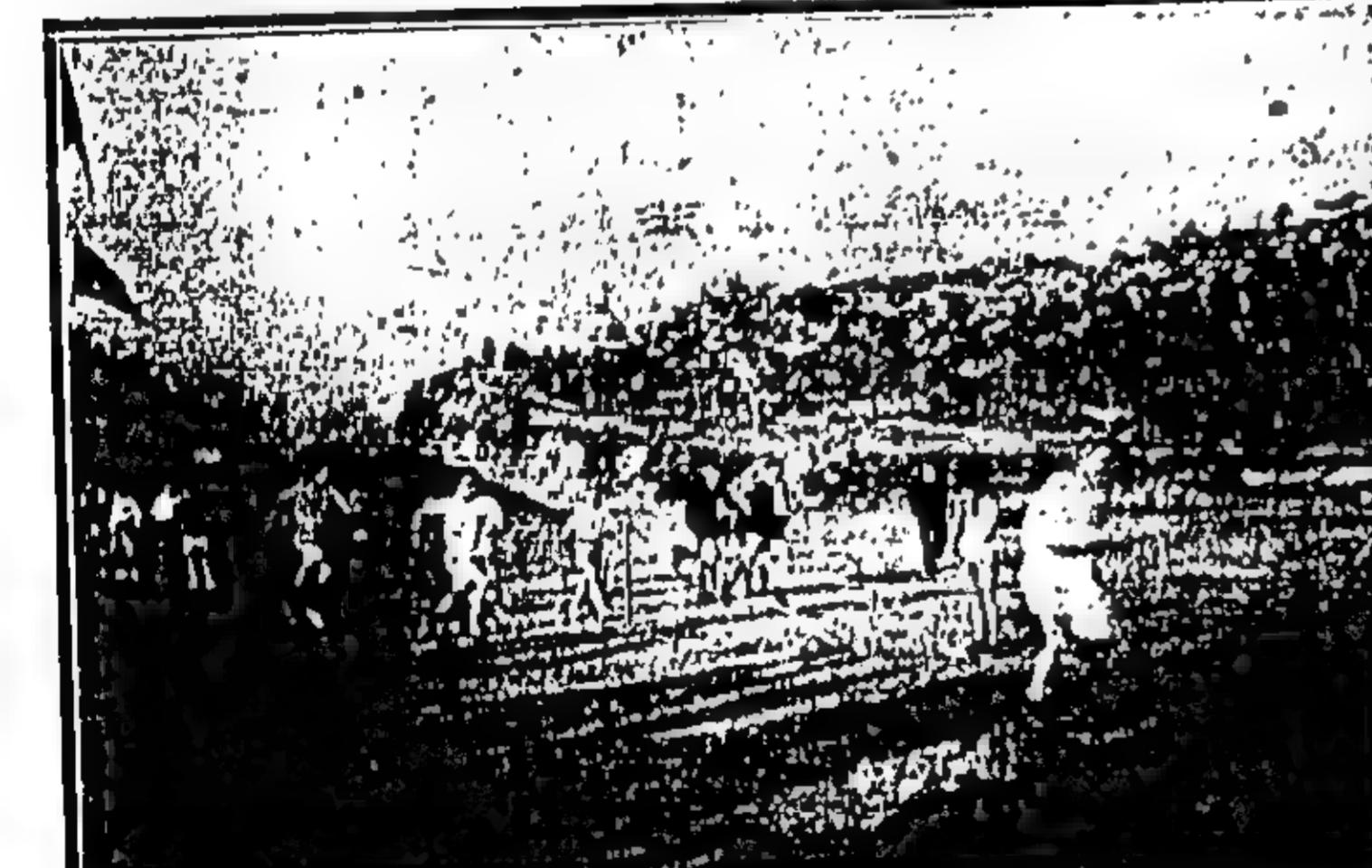
THE EXTRALITY COMMISSION, who were appointed by the National Government to discuss and consider at Nanking the abolition of extraterritorial rights and consider at Nanking the abolition of extraterritorial rights. Front row, left to right: Mr. Chu Li-ho (Vice-Minister of Justice), Dr. Chang Kuo-hui (Counselor to the Commission), Mr. Chow Lung-kun (Director, Ministry of Foreign Affairs), Dr. Wei Tao-min (Minister of Education and Chairman of the Commission), Mr. Chang Ngai-han (Deputy Foreign Affairs Minister), Mr. Chang Ngai-han (Vice-Minister of Foreign Affairs), Mr. Hsu Yuan (ex-Commissioner for Foreign Affairs, Shanghai). In the extreme rear (centre) are Dr. Chien Tui and Dr. Wu Kung-wu (Counselors of Judicial Yuan), and Dr. Wei-sen Hsu (President, Shanghai Provisional Court).



THE "MAIZE"—A difficult but amusing feature of the obstacle race at the Central British School's annual sports on Saturday.



BACK RACE.—Spectators at the Central British School's annual sports on Saturday took great interest in the Sack race, here shown in progress.



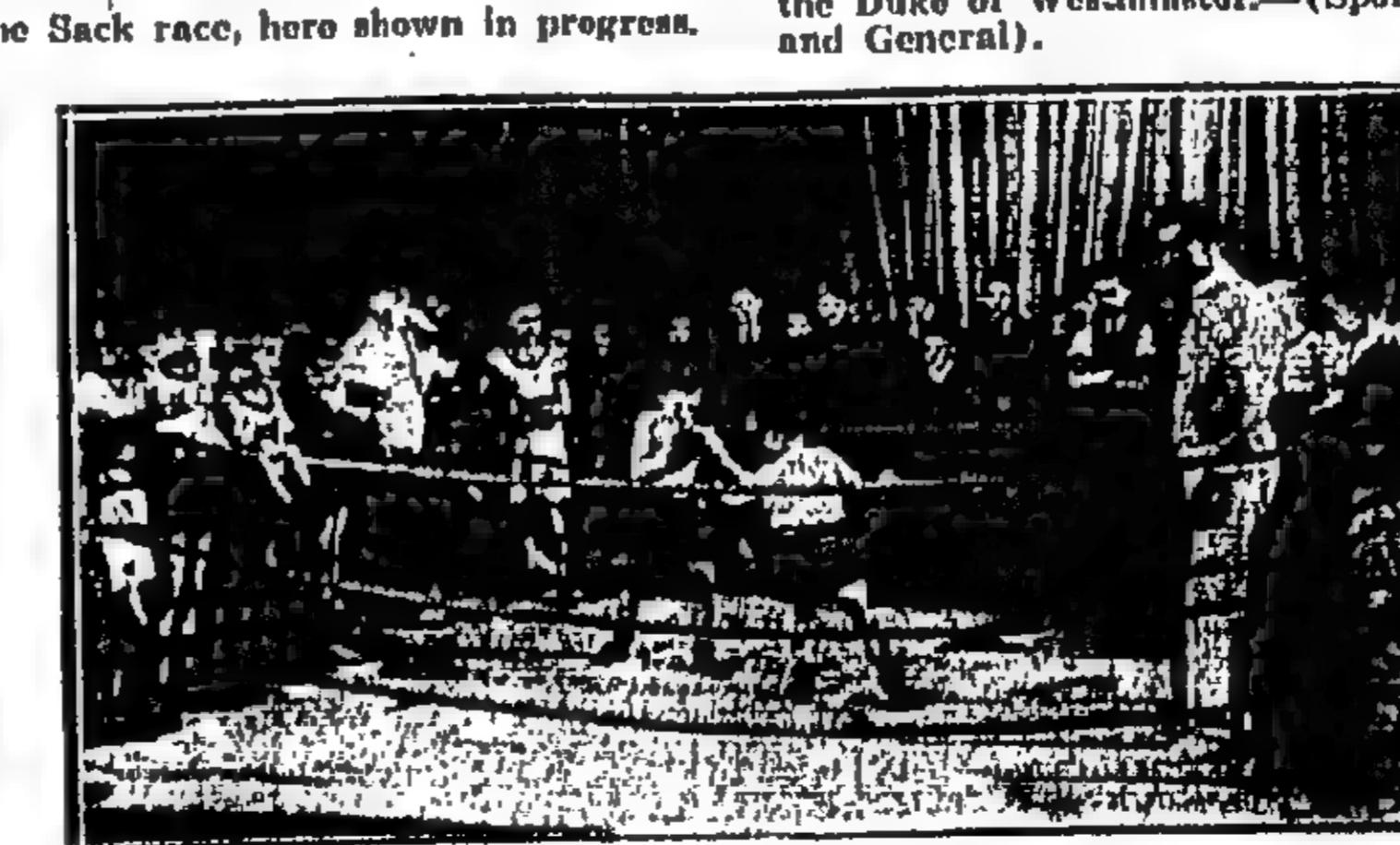
THE SENIOR MILE.—Grenberg winning the Senior mile race at the Central British School's annual sports at King's Park. Phillips came second and Arla third.



CHESS PLAYERS IN CONGRESS.—The opening of the Hastings and St. Leonards Chess Club's tenth annual congress at the Town Hall, Hastings, Sussex.—(Sport and General).



MR. JAMES MAXTON.—The Labour M.P. for the Bridgeton Division of Glasgow since 1922.—(Sport and General).



TRAINING THEM YOUNG.—Schoolboys from the London County Council School at Walworth, made a boxing sound film at Mecca's Sound Studio, on how boxing is taught. Two young schoolboys having a bout watched by an interested crowd.—(Sport and General).

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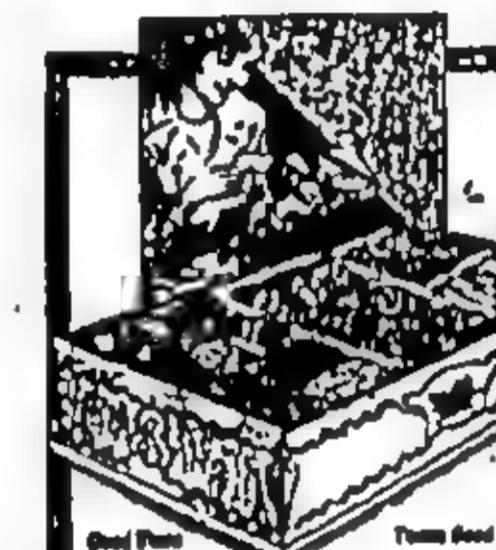
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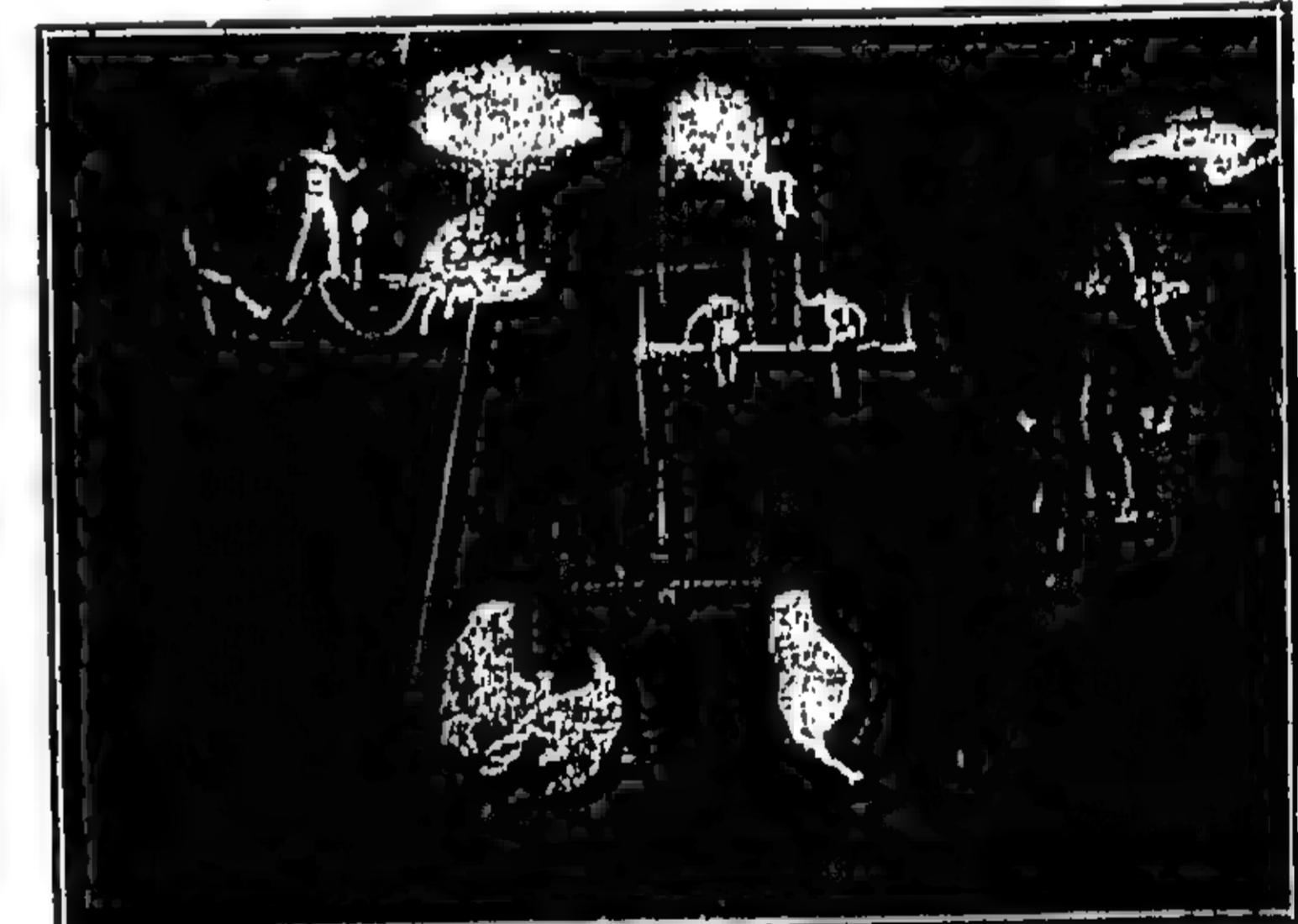
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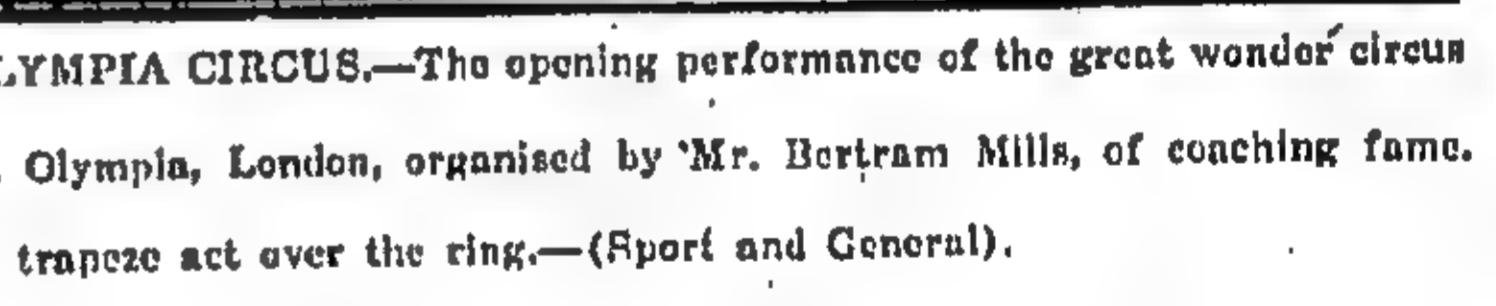
THE CANADIAN CONFECTIONERY CO.
40, Queen's Rd. C. Opposite Queen's Theatre.



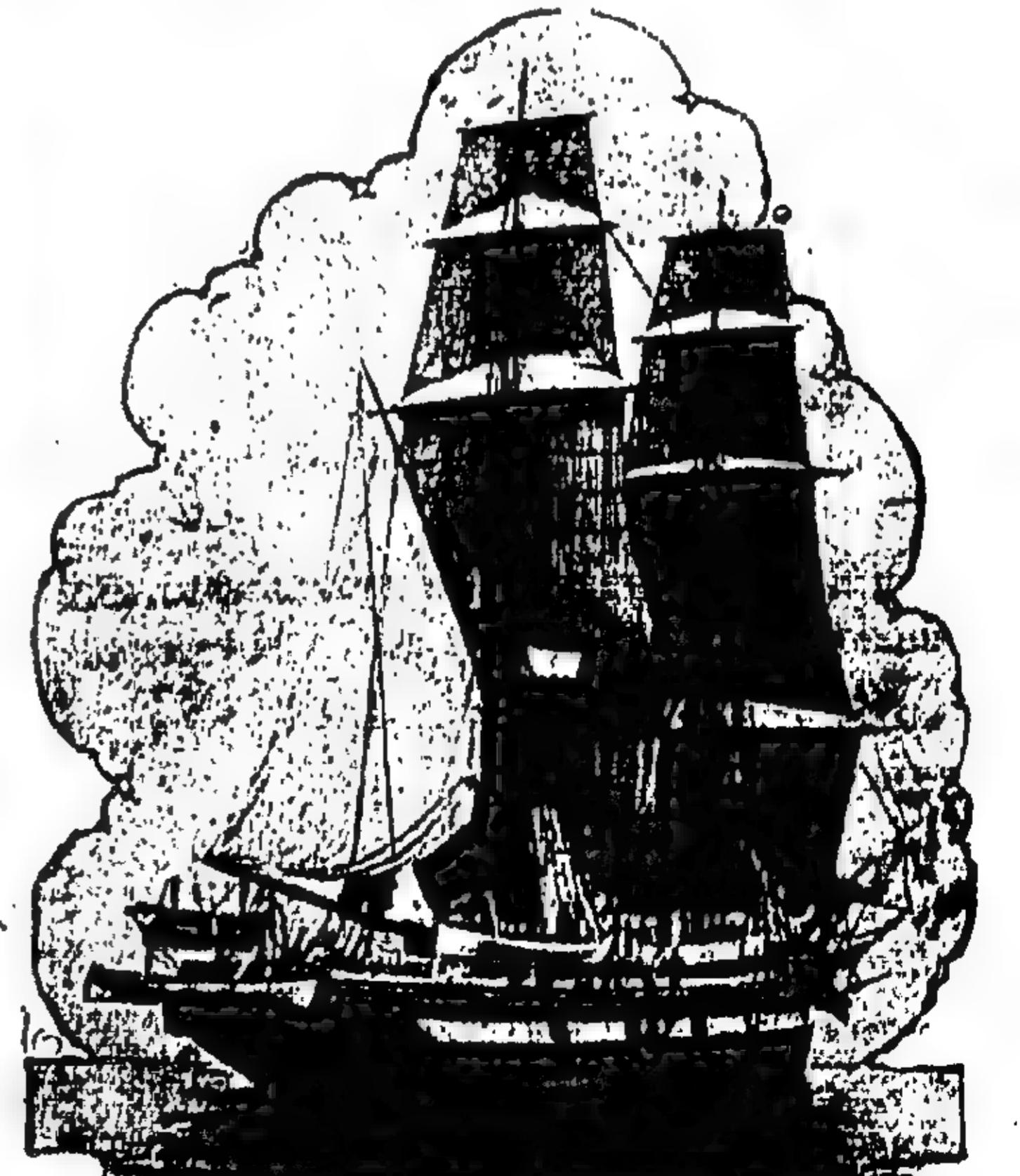
DUKE ENGAGED.—The engagement is announced of the Duke of Westminster, who is 50 years of age, to Miss Loelia Mary Ponsonby, daughter of Sir Frederick Ponsonby, Treasurer to the King and Keeper of the Privy Purse.



MISS LOELIA MARY
PONSONBY, daughter of Sir
Frederick Ponsonby, Treasurer to
the King and Keeper of the Privy
Purse, reported to be engaged to
the Duke of Westminster.—(Sport
and General).



OLYMPIA CIRCUS.—The opening performance of the great wonder circus at Olympia, London, organised by Mr. Bertram Mills, of coaching fame. A trapeze act over the ring.—(Sport and General).



THE FRIGATE CONSTITUTION, familiarly known as "Old Iron-sides," now in dry dock at the Boston Navy Yard, is again in distress. Funds collected from many sources to repair her are running low. Congress has been petitioned by Representative John J. Doyle, of New York, for \$300,000 to complete the job.

JUST RECEIVED
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NEW AND LATEST SHADES.
GOLD AND SILVER TISSUE IN
LARGE VARIETY.

KASHMIR SILK STORE
Opposite Queen's Theatre.

To Suit the Hair



The graceful sweep at the back of this hat is designed to conform with the new hair dressing fashion.—By Roslaw, London.

EVENING HATS

For the evening hat, foreheads and eyes are left to face the light, though hats have a side tilt. The "halo" hat, which has been noted at various weddings and receptions, is well worn in lace, satin, velvet, felt, and fur. Chenille caps with short net veils are also featured.

The tilt "backwards" gets more pronounced, and all such shapes seem to fit snugly at the back.

Certainly the turbans (larger and more becoming) variety, and the "cloche" for sports and sun-hats, are helpful for the moment. Some of the new tweed berets are interesting—one sees them worn by the smart traveller and worn well with tweed ensembles. The usual trimming is a bow of felt or of tweed, but the felt will be the choice itself; it is so softly woven that it

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PATCHWORK HANDBAGS

Have you ever thought of making a patchwork handbag? I was looking over some pretty brocade bags the other day when I met a friend who was on the same errand. She was (says a Home writer) one of those people who never by any chance seem to know exactly what they want; she complained among other things of the difficulty of getting a bag to match all her dresses.

Trying to be helpful, I suggested her purchasing a neutral shaded bag, but this, she said, would be too dull. Leather, she said, would be too heavy, and so on, through the whole range of handbags.

Then the shop assistant brought out what she called a "patchwork bag." It was made of all kinds of scraps of material, and was gathered into the ordinary metal top of the orthodox handbag.

The materials used in this case were triangular pieces of tweed and daretyn in several shades, and really looked most effective.

These bags are quite simple to make at home, and it is a good way of utilising the odd scraps from the sewing basket. The only thing to be careful of is the correct blending of the right materials, say pieces of suede and tweed for day wear; velvet and satin for evening.

For the sports "ensembles" there are also many of the new and marvellously draped tweed turbans. The fabric and the way in which they are fashioned show both the skill of the artist and the purpose of the model. For example, a similar erection may be in felt or of tweed, but the felt will be the choice for more ceremonial functions. In such instances the fur collar must be taken into consideration, whereas the tweed will probably be an easier affair, for it may have its matching scarf.

Back to Style of Long Ago



The time has come when the "watchet will again be worn in the style of long ago—clashed to the side of the blouse with a fancy pin. Debutante displays this way of wearing the feminine time pieces.

SIGNS OF BARBARISM?

Amethyst once had the reputation of being a charm against intoxication, and they say the ancients drank wine from a cup of amethyst to avoid drunkenness. We may not believe in "charms" in these enlightened days, but we still show signs of barbarism by trying the effect of shark's teeth—cut from crystal—as a choker necklace. Further, it is a la mode just now to wear an expanding bracelet of crystal which fits the wrist tightly and makes a clasp unnecessary. Plain glass, and coloured glass make up well in this way, and look their best with black suits.

LITTLE TABLE GARDEN

Little gardens for the dining room table are more and more popular. Flat, Chinese or Japanese pottery bowls, with some foliage water plants, are sufficient, or a decorative porcelain or bronze bird, arbor or little temple may stand in the dish, the figure perforated with holes for cut flowers.

Such gardens may rest on a window ledge or seat when not on the dining room table, or embellish the table between meals.

BLUE FOR WEDDINGS

Another member of the well-known Guinness family figured as a bride on January 21, at St. George's Church, Hanover-Square, London. She was Miss Barbara Guinness, daughter of Mr. and Mrs. Alfred Guinness, of Greens Norton Hall, Ticehurst. The bridegroom was Mr. William Hamilton Grant, of the Black Watch, who is the son of Admiral and Mrs. Alfred Grant.

The bride chose a gown of silver and white lame, which was well suited to her. The train of old Brussels lace with which it was draped was lent by Mrs. Molyneux-Steel, and a little train of silver and diamante served to hold a simple tulle veil in position.

Blue seems so much more a wedding colour than the bizarre orange and red hues. It is the colour of happiness. The two little girls who carried Miss Guinness's train wore long frocks of white velvet sashed with blue velvet. With their free hands they held bouquets of pink and white tulips.

Attractive coats of Nattier blue panne velvet were worn over the bridesmaid's frocks of white georgette. The coats had collars of

(Continued at foot of next Column)

A Powder Pencil



Anita Page, attractive Metro-Goldwyn-Mayer player, demonstrates an addition to her vanity bag. The newest, says she, is a powder pencil of gold, from which the powder is shaken like salt upon millady's puff.

"Best Dressed Woman"



Lady Victor Warrender is considered one of the most beautiful women in the British peerage, in addition to holding the title of "Best-Dressed Woman in Europe." She is the wife of the eighth Baronet of Lochen, Unionist Member of Parliament.

DRESS MORE "BALANCED"

The sports influence is a dominating factor in dressing, but dress in general is more "balanced" and varied. There is a definite difference in skirt-length and far more distinction. The afternoon skirt is three inches longer than that for the morning tailored or sports suit.

The uneven hem-line has a decisive determining effect on the occasion for which a skirt is worn. Panels and points largely alter lines, and are helpful in creating an idea of slimness, which is still an important factor in the new silhouette.

Every effort is being made by the designers to add a certain width by means of collar or cape. A rather unbalanced effect is produced by the ultra-slim "top-part" of the figure in conjunction with a much flared skirt. There are all sorts of little frilled and bunched "jackets" to combat acute narrow tops and ultra-flared skirts. Some sort of wrap seems part of every afternoon or evening gown—even if a far warmer coat of fur or fur-lined garment.

Certain dressmakers give a tunic or double-puffed effect in the skirt, in conjunction with a tight-waisted bodice. All such efforts assist in giving variety to the early Spring silhouette, but the best avoid exaggerations.

When Spring comes necklines will be very important. They are often cut low in the front, but high and well-fitted turn-over collars are featured for the back. Sometimes they stand a little "out" from the neck. For "dressier" afternoon functions we shall see the return of a shaped collar of pink or white organdi, and some quaint and carefully cut berths of old lace.

Now the short-sleeved—to say nothing of the sleeveless—frock is definitely established as part of the picture. The next fashion to which we should turn attention is that of the short-sleeved coat.

Appearing both in the sports day-time versions and in the very formal little evening coats, this new treatment of sleeves gives a decidedly refreshing silhouette, particularly suited to the youthful and the would-be youthful customer.

One calls these coats "short-sleeved" rather than sleeveless because usually there is some form of shoulder covering which negates the uncovered look which is considered by many women rather unpleasant, although it will be remembered that these same women at first were antagonistic to the too-bare effect of the sleeveless frock which they enjoyed such prestige.

In some of the sports interpretations, a bertha collar covers the top of the arm, or a deep and occasionally shaped epaulet appears. In the evening styles, the same treatment is true, but some are using also the loose bell-shaped three-quarter sleeve just covering the bend of the elbow.

silver and blue petals, and their hats of blue panne velvet were matched by shoes of blue with diamond buckles.

After the reception, the bride and bridegroom left for the Continent. The young bride travelled in a blue outfit. Her dress was fashioned of blue crepe de Chine and was worn with a blue cloth coat, richly trimmed with lynx fur at collar and cuffs. A little velvet hat repeated the blue scheme.

ALEXANDER'S INSTITUT DE BEAUTE

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CHARGES MODERATE



FOR A HOT DISH

Mince some steak, and mix with half the weight of breadcrumbs and a quarter of shredded suet. Mince a small onion and add it, with some chopped mint, pepper and salt. Bind with a beaten egg and make into balls, using enough flour to bind.

Put into a covered jar and let it cook in a saucepan of boiling water for two hours and a half. Serve with a good gravy and potatoes baked in their jackets.

Model Velour



A charming new model of velour trimmed with cashmere in two tones.—Created by Roslaw, London.

NEW UNDERCLOTHING

This winter's undies are snugger and more form-fitting than ever, with the new princess vogue meeting with general acceptance throughout the country. Stylists for knit underwear are specializing on one-piece suits in just above the knee models, with low neck and narrow shoulder straps.

White and pastel shades continue their popularity, with pastel combinations gaining acceptance. Added comfort and warmth without material increase in weight or bulk are provided by combinations of durene with worsted or merino. Silk and durene is also popular.

KIDDIES' COSY CORNER

Children should be provided with a cosy corner, with lounging couch or easy chair and light just right for reading or playing games. Too often the adults take all the available spots and wonder why the children do not read.

MILLINERY TO-DAY

The little hood of felt is still pulled and pushed into shape by the skilful milliner, who spends much time creating what looks a carelessly moulded toque. The brims in front are pressed back, and folded in place, but the side pieces are, very often, left to caress the cheeks, and then quite a bonnet-effect is gained.

These new "bonnets" are not "pole" shapes, but more like baby's bonnets, especially where soft feathers make pretty side trimmings. Simple lines and good materials mark the good workmanship of the newest millinery.

THE DOLLY VARDON HAT SHOP

St. George's Building.

Opp. Savoy Hotel, Chater Rd.

HATS FOR THE RACES

Your skin needs special care in Winter

Let

"FINE-O-XINA"
do it.

Sold in all the Leading Stores,
Beauty Parlours and Dispensaries.

We are the only specialists in Hong Kong who are skilled in the art of
FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour), Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

Ask to hear on Victor Records the theme songs from the following popular "TALKIES"
 "THE SHOW BOAT"
 "HALLELUJAH"
 "SUNNY SIDE UP"
 "GOLD DIGGERS OF BROADWAY"
 "FOX FOLLIES OF 1929"
 "BROADWAY MELODY"
 "HOLLYWOOD REVUE OF 1929"

S. MOUTRIE & CO., LTD.
 CHATER ROAD.

JUST RECEIVED STOCK OF
LYTERLIFE

The Non-Liquid lighter fuel
 Produces a clear white flame
 No smoke — No Carbon

SENNET FRERES
 Marcel Hulmendinger & Levy
 (Successors)
 York Building Chater Road

THE PRINCE'S CAFE

AN IDEAL RENDEZVOUS FOR A
 QUICK SNACK, TIFFIN, TEA OR
 DINNER. WINES ETC. SUPPLIED
 WITH MEALS.

CHOCOLATES & CONFECTIONERY
 ALSO ON SALE.

Queen's Road C. Next to Kayamally Bldg.

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 FOR LADIES and GENTLEMEN.

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 Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
 39A, QUEEN'S ROAD CENTRAL. 1st Floor.
 Entrance Pandora.

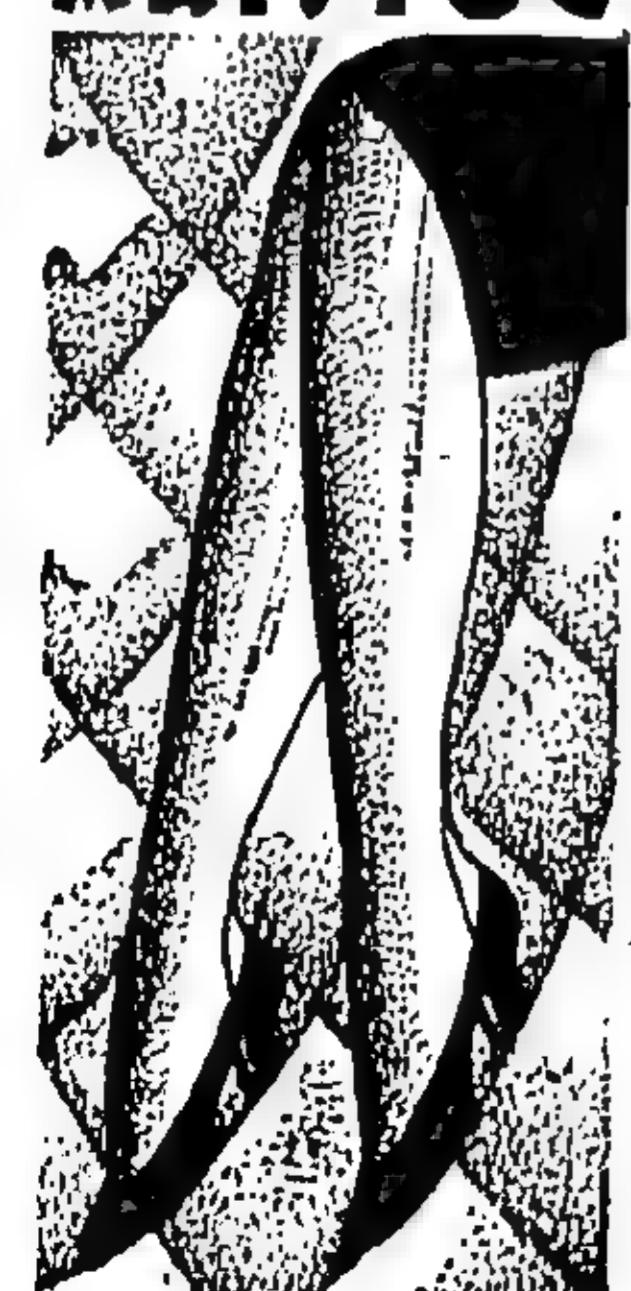
BONZO

By George Studdy



"THE ARISTOCRAT OF SILK STOCKINGS"

ARISTOC



ARISTOC hosiery—knitted of finest pure thread silk is unsurpassed for its soft lustrous sheen, and its DURABILITY. Fully fashioned and reinforced at points of wear, it is the consummation of alluring daintiness and hardwearing strength, enhanced by the new 'slenderising Point Heel' which is now so essential to the well dressed woman.

Aristoc hosiery is a British product that has achieved ultimate perfection in hosiery; perfection in appearance in texture—in wear and in sheer silky charm, hosiery that is known all over the world to be the finest obtainable; on the Riviera—at Cairo, Cannes or New York—women of distinction are wearing Aristoc stockings, with the graceful Pointed Heel.

Ask for

Aristoc

(Regd.)

"The Aristocrat of Silk Stockings"

—when next you buy hosiery, and ask for the new Point Heel. Obtainable in all the latest Parisian colours.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.



THE PERFECT COMPLEMENT TO THE WELL CUT FROCK

ARISTOC

Rapd

"The Aristocrat of Silk Stockings"

Exquisitely soft, pure silk stockings of alluring daintiness; so finely knitted so delicately fashioned that not a wrinkle mars their smooth slimness. Stockings with personality, delicate yet compelling in their very simplicity of line and design, pure silk stockings—miracles of silky loveliness.

SHADES

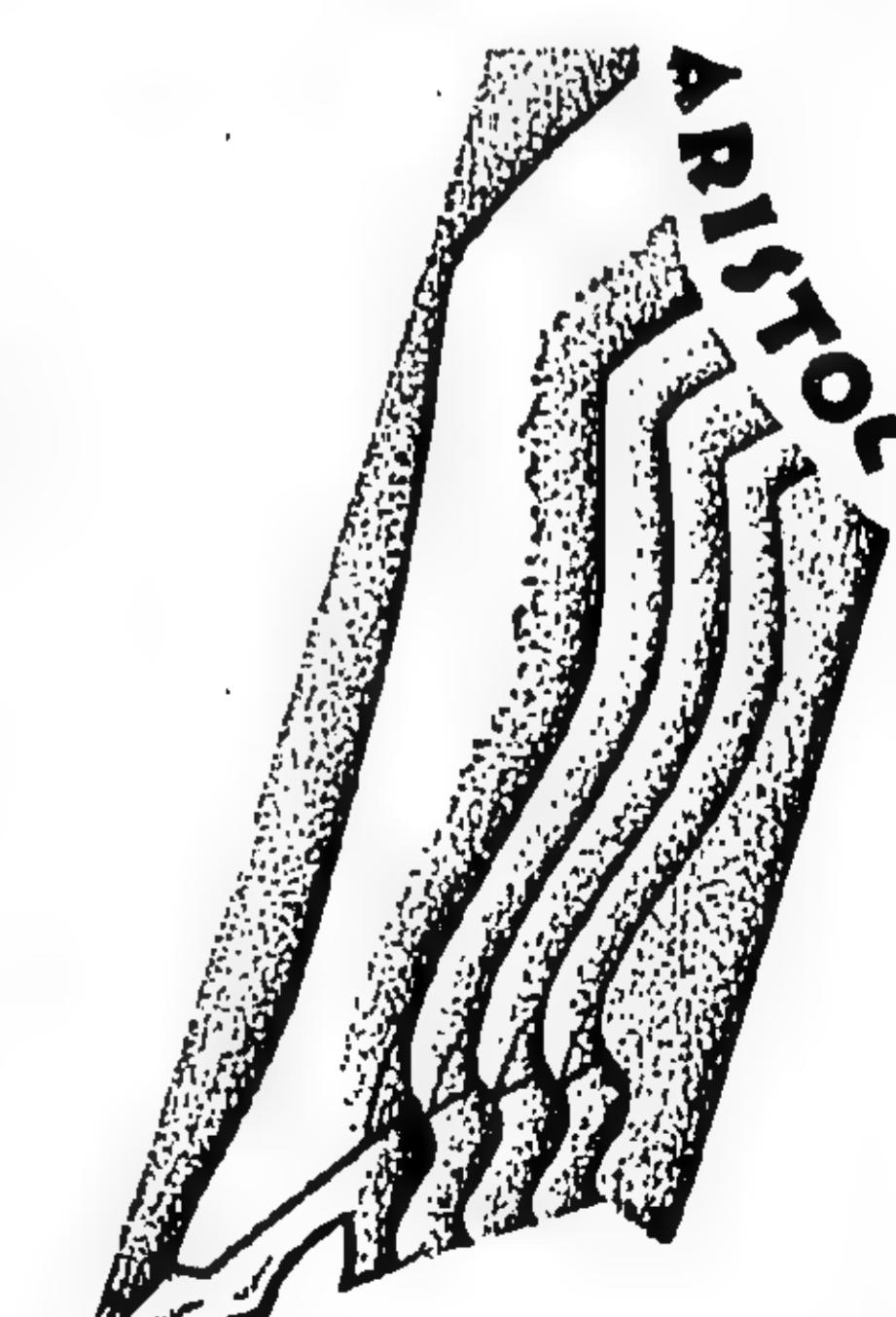
BEIGE, MIRAGE,
 BUBINGA, MOONLIGHT,
 GREY, ROSE, GUNMETAL

SHADES

GRAIN
 FRENCH NUDE
 GUNMETAL
 TOURTERELLE

\$6.50
 Pair.

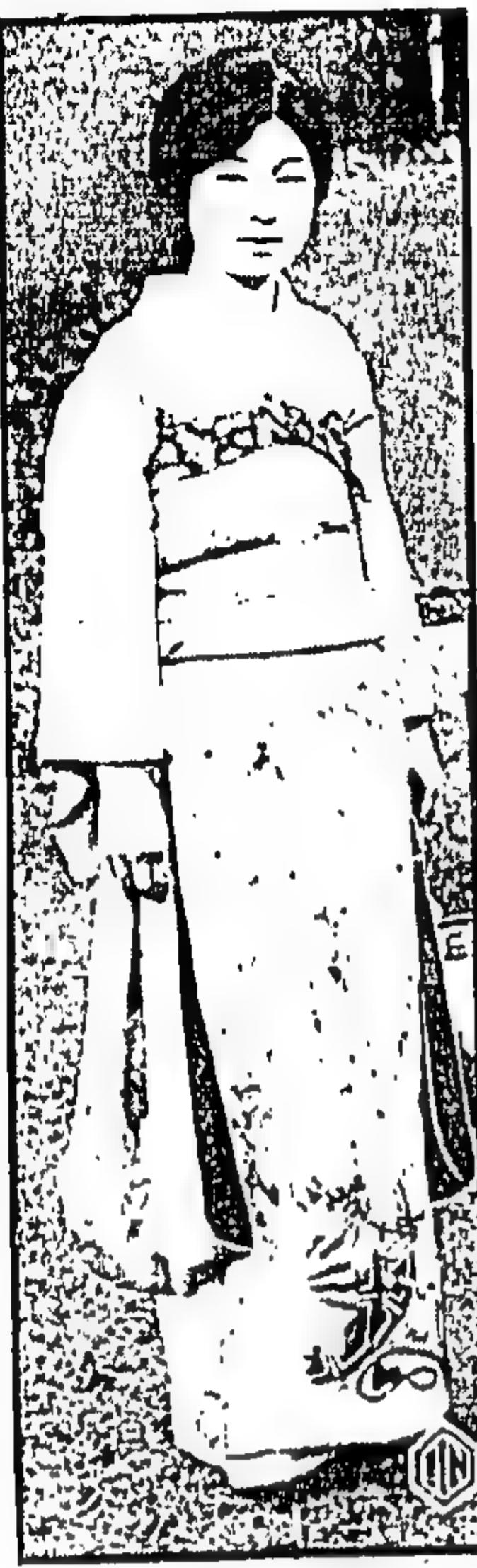
\$8.50
 Pair.



HONG KONG.

ROUND THE GLOBE IN PICTURES

Japanese Princess



Dinner and Reception to Pressmen



The Auditorium (Parc des Sports) who are responsible for the introduction of Hsi Alai in Shanghai, gave a dinner and reception to representatives of the local Press. Among those present were Messrs. A. du Pas du Maroilles (Chairman of the Board of Directors, Parc des Sports), H. Booker, J. Lemire, H. Rougier, S. H. Low, Percy Chu, L. K. Taylor, H. Robinson, T. E. Dunn, J. White and others. (Photo by Carson Studio).

Britain and the Soviet



Left to right: Sir Esmond Ovey, the first British Ambassador to the Union of Soviet Socialist Republics since the ending of diplomatic relations between the two countries in 1927; M. Rotatkin, a member of the College of the People's Commissary for Foreign Affairs; and Comrade Kalinin. The scene is laid in the great Kremlin Palace, Moscow, where Sir Ovey presented his credentials.

Annual Cossacks Ball



A striking scene of one of the tableaux presented at the annual Cossacks Ball, which was held at the Majestic Ballroom and Italian Garden, Shanghai. Many innovations were introduced at this year's dance, and it was the unanimous opinion of all those present that this was one of the most brilliant public functions held in recent years.

New Senator



Patrick J. Sullivan, recently appointed Senator from Wyoming to fill the vacancy caused by the death of Senator Warren.

Advocates Armed Rebellion



Vito Alessio Robles, noted writer and a President of the Anti-Revolutionaries, who, with Dr. Francisco Del Rio Canedo, issued a manifesto urging all followers of Jose Vasconcelos to take up arms in revolt. Vasconcelos lost the recent Presidential election in Mexico to Pascual Ortiz Rubio on whose life an attempt was recently made.

On the Threshold of Death



The plane which Pilot Robert Black and Student Flier Ray Rothman brought to a safe landing after gliding a thousand feet. They were flying over the Long Island Aviation Country Club when smoke enveloped the plane. From that height they brought the ship to a landing at Roosevelt Field, six miles away, escaping serious injuries. Both men leapt from the cockpit in time to escape explosion of gas tank.

Pupils of a Free School



A group of pupils in one of the free schools, supported by the Shanghai Women's Club. The four ladies at the rear are, left to right: Mrs. H. L. Huang (President), Mrs. Peter Wong (Treasurer), Mrs. T. T. Wong (Social Service Committee), and Mrs. H. C. Mei (Vice-President). (S. M. Sanchetti, 14 Kuklking Road).

Italy's Future Queen



The most recent portrait of Princess Maria-José of Belgium taken at the Chateau Larche in the Belgian capital, shortly before she began preparations for her trip to Rome where, on January 8, she became the bride of Crown Prince Humberto of Italy.

Refused Offer



Dr. David Moore Robinson, professor of archaeology at Johns Hopkins University, Baltimore, turned down an offer to become the dean of New York University.

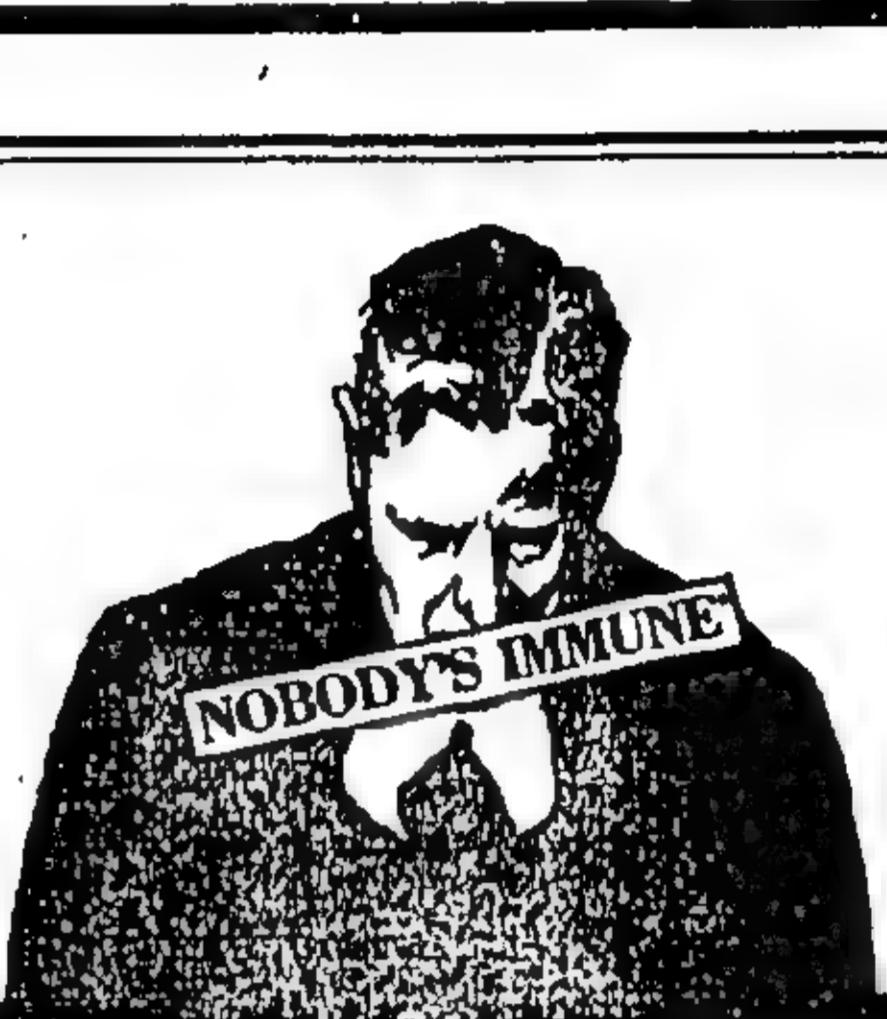


Phthisis

is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis-germs to settle and spread.

Take Guaiacose

It strengthens the entire organism and makes it more resistant to infections. By destroying the germs causing it, the initial stage of tuberculosis can be successfully fought.



Health is in danger when gums break down

Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth faithfully and feel secure. Yet, health, youth and beauty slip away. And here's the reason:

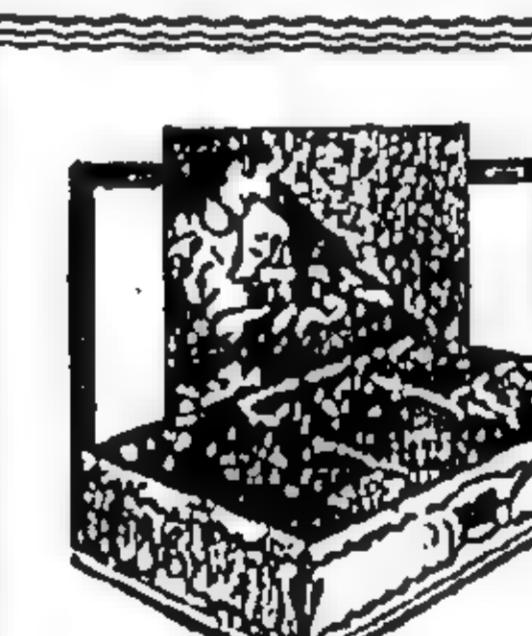
Teeth are only as healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dental diseases as Pyorrhitis, Gingivitis, Trench Mouth. When once contracted only dental care can stem advance of these diseases.

Forhan's for the gums

★ 4 out of 5 people at forty and thousands younger pay the extravagant price of neglect.



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THE IDEAL GIFT
is a box of
SOCIETE CHOCOLATES
They will please mother, father,
sister, wife or sweetheart.

Also
BISHOP'S HARD CANDY
the best for the children at any time.

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Tel. K. 874.
THE BEST CAKES IN TOWN.

UNIVERSAL
Thousands of our Customers have
saved money by having their hats re-
novated at our Shop — **YOU CAN DO
LIKEWISE AND BE SATISFIED.**
We can clean, block, bleach, dye,
iron and re-shape ladies', gentlemen's
and children's hats.

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Both Local and Coastal

Letter less than One Hundred Letters 25 Cents.
Single Copy 25 Cents.
Subscription for home (including postage).
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

RACING RECORDS BEATEN

(Continued from Page 8.)

7.—The Hopeful Stakes.—Winner \$750. Second \$300. Third \$200. For China Ponies home side. Griffins of this Meeting. Weight for inches as per scale. Subscription Griffins of this Meeting allowed \$10. (Jockey allowance). Allowances accumulative. Entrances \$10. One Mile. Chan Tin Sion's Wisdom Star 161 lbs. (Mr. Quincey) 1 Dynasty's King's Colour 161 lbs. (Mr. Halmovitch) 2 Ho Kom Tong's Marquis Hall 158 lbs. (Mr. T. L. Wong) 3 Tester & Abraham's The Tiger 161 lbs. (Mr. Harriman) 4 Eve's African Eve 161 lbs. (Mr. Bowring) 5 Yam Mai's Blue Boy 161 lbs. (Mr. Da Roza) 6 Heard's Christmas Belle 159 lbs. (Mr. Frost) 7 L. Dunbar's Deception Bay 161 lbs. (Mr. Hill) 8 Ho Kom Tong's Empress Hall 168 lbs. (Mr. Encarnacao) 9 Dr. J. C. Macgown's Orlando 168 lbs. (Mr. Reidy) 10 Hynes & Mackie's Pippin 161 lbs. (Mr. Noodt) 11 Mrs. K. E. Beith's The Goods 161 lbs. (Mr. Heard) 12 W. E. L. Shenton's The Partridge 165 lbs. (Mr. Leighton) 13 Pearleye's Tomato 162 lbs. (Mr. Backhouse) 14 3 lengths; 1 length. Time: 2.04.2/6. Parimutuel:— Winner: \$7.80. Places: 1st \$6.30; 2nd \$12.00; 3rd \$17.90.

8.—The Thirteen Stakes.—Winner \$750. Second \$300. Third \$200. For China Ponies. Subscription Griffins of 1929 and 1930. Weight for inches as per scale. Subscription Griffins of 1929, 7 lb. extra. (Jockey Allowance). Entrances \$10. One Mile and a Quarter. W. E. L. Shenton's The Pheasant 160 lbs. (Mr. Leighton) 1 Mrs. K. E. Beith's Cream Cracker 160 lbs. (Mr. Frost) 2 Dynasty's King's Falloch 166 lbs. (Mr. Halmovitch) 3 Dyer & Beith's Loch Etive 169 lbs. (Mr. Knoll) 4 Mickels' Blotto 168 lbs. (Mr. Charles) 5 Lau & Lee's Duke of Urga 147 lbs. (Mr. H. C. Lee) 6 Harbot's Guy Pledger 165 lbs. (Mr. Collaco) 7 Mo's Inc 160 lbs. (Mr. Encarnacao) 8 Cocktail's Martini Cocktail 168 lbs. (Mr. Da Roza) 9 John Peet's Noukall 169 lbs. (Mr. Heard) 10 Yue & Lo's Pumpkin 162 lbs. (Mr. Backhouse) 11 W. T. Stanton's Sixty 168 lbs. (Mr. Stanton) 12 E. L. Hostie's Teuchit 162 lbs. (Mr. Buteel) 13 Tester & Abraham's The Ape 162 lbs. (Mr. Harriman) 14 Wayfoong's The Jamaica 162 lbs. (Mr. Bowring) 15 Gleikh's What's Your 168 lbs. (Y. S. Chang) 16 1 length; 2 lengths. Time: 2.43.4/5. Parimutuel:— Winner: \$40.20. Places: 1st \$17.00; 2nd \$10.80; 3rd \$8.60.

The Officials The officials for the Meeting are as follows:

Patron.—H.E. the Officer Administering the Government (Mr. W. T. Southorn, C.M.G.). Honorary Stewards.—H.E. Vice-Admiral Sir A. K. Walstell, K.C.B., H.E. Major General J. W. Sandlands, C.B., C.M.G., D.S.O., and Commodore R. A. S. Hill, O.B.E.

Stewards.—Messrs. C. Gordon Mackie (Chairman), D. D. F. Beith, R. M. Dyer, Sir Henry Gullan, Hon. Mr. A. C. Hynes, Hon. Mr. W. E. L. Shenton, Messrs. M. T. Johnson, T. E. Pearce, F. Sutton and P. Tester.

Stewards in Charge of Scruples.—Messrs. R. M. Dyer and M. T. Johnson.

Joint Clerks of the Course.—Messrs. B. D. F. Beith and T. E. Pearce.

Judge.—Mr. D. E. Clark.

LOCAL HOCKEY

H.K. Ladies Defeat Club de Recreio Ladies

CAER CLARK CUP

In the fifth round of the Caer Clark Heavy Cup the Hong Kong Ladies' Hockey Club, at King's Park yesterday, defeated the Club de Recreio Indians by five goals to one.

The teams were:—

Club de Recreio: E. M. Xavier, C. Osmund, M. Busta, O. Basto, M. Alves, M. Remedios, M. Roza, C. Hotello, L. Silva-Neto, A. Basto, and A. Roza.

Hong Kong Ladies: J. Smalley, E. Gray, J. Lack, E. O'Hagan, B. M. Pope, M. L. Wallace, I. C. Bell, E. M. Douglas, D. F. Stanton, M. Smalley, and M. McCabe.

H.M.S. Kent Beat Kowloon Ladies In a very fast and evenly contested game at King's Park, a team from the H.M.S. Kent defeated the Kowloon Ladies' Hockey Club by five goals to four.

NEW ADVERTISEMENTS

TRAFFIC REGULATIONS DURING THE RACES.

G R

All Vehicles going to the Races at Wong-Nel-Chong will proceed via Arsenal Street, Lockhart Road, Percival Street, Loughton Mill Road and round the Happy Valley via Wong-Nel-Chong Road to the entrance gates.

Vehicles will return to town via Morrison Gap Road and Queen's Road East. These arrangements will be in force between 11 a.m. and 6.30 p.m.

II.—Passengers will alight from and board Trams and Buses at:—(1) the main Public entrance and (2) the members entrance gate only.

III.—Trucks and persons carrying large burdens will not be permitted West of Percival Street or East of Murray Road between the hours of 10 a.m. and 7 p.m.

IV.—Pedestrians must walk on the footpaths, and not on the Roadway.

V.—Vehicles must proceed at a slow speed in the vicinity of the Race Course.

VI.—Vehicles will be parked in the vicinity of the Race Course as directed by the Police on duty.

VII.—Dogs are not allowed on or near the Race Course. Any dog found straying is liable to be destroyed (Ordinance 1 of 1846, section 16 sub-section 3).

NOTE.—There will be one way traffic only in Queen's Road East from the Monument to Arsenal Street from 11 a.m. to 6.30 p.m. The one way traffic will run from East to West. There will also be one way traffic in Lockhart Road. The one way traffic will run from West to East.

Kennedy Road will be open to West bound traffic only from 11 a.m. to 6.30 p.m. Vehicles proceeding up Stubbs Road will proceed via Arsenal Street, Johnstone Road (Old Praya East), Wan Chai Road, Morrison Hill Road and Morrison Gap Road.

PARKING OF CARS AT THE RACE COURSE.

1. The stand at the Public entrance is reserved for Officials of the Jockey Club, and P.D. owners.

2. Young Wo Nursing Home, the open space in front of, reserved for owner drivers.

3. Civil Service Cricket Club, the open space in front of, reserved for members of the Jockey Club.

4. Village Road reserved for private cars.

5. Ventris Road for Public cars only.

E. D. C. WOLFE, Inspector General of Police, Hong Kong, 10th February, 1930.

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held in the City Hall on THURSDAY, March 6, 1930.

The Show will be opened to the public between the hours of 8 p.m. and 7 p.m.

ADMISSION \$1.

There will be an Orchestra in attendance.

Prizes will be distributed by Mrs. Southern at 6 p.m.

The Entries for the Flower Show will close at Noon on Wednesday, February 26, in the Secretary's Office, c/o Bradley & Co., Ltd.

which he averaged 264, and Davis's average for his aggregate of 1,132 was 189.

Closing scores:—

Lindrum (in play) 12,864

Davis 10,203

M'Conchy v. Smith

When the final day's play between Clark M'Conchy, the New Zealand Champion, and Willie Smith, of Darlington, was entered upon at the Playhouse, Edinburgh, in mid week, the Colonial held a lead of over 400, the scores being:—

M'Conchy, 21,180; Smith (in play), 20,477.

The Briton disappointed with his first visit to the table, only adding 43 to his unfinished overnight item.

Taking advantage of the leave, M'Conchy gathered the balls at the top of the table, and quickly ran up the 100. At 115 the balls covered, but he regained his former position with a fine cushion cannon.

The balls were not running too kindly for him, however, and after passing the 200 mark he earned applause for successfully bringing off a difficult follow through white loser.

Lindrum totalled 1,272, for

HONG KONG JOCKEY CLUB.

RACE MEETING, 1930.

22nd, 24th, 25th, 26th February and 1st March, 1930.

ON SATURDAY, 22nd February the First Race will be run at 2 p.m. and on all other days at 12 o'clock Noon. On the First Day the First Bell will be rung at 1.30 p.m. and on the other four days at 11.30 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members' Badges may be obtained by those members who have not already received them on application to the Secretary.

Such Badges will also entitle admission to all Extra Race Meetings during 1930.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10. per day or \$40 for the Meeting (ladies \$4. and \$16. respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for payment of all chits, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$3. per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day.

Bookmakers, Tic Tac men, etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES

Passes for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN, Secretary.

Hong Kong, 10th February, 1930.

PRIMA DONNA OF

OPERA COMIQUE, PARIS

WILL SING IN ENGLISH, FRENCH, ITALIAN

PRICES:— \$3, \$2 & \$1.

Sailors and Soldiers in Uniform Half Price.

THEATRE ROYAL

MONDAY, February 24,

at 9.15 p.m.

ONE RECITAL ONLY

BY

ODETTE DARTHYS

PRIMA DONNA OF

OPERA COMIQUE, PARIS

WILL SING IN ENGLISH, FRENCH, ITALIAN

PRICES:— \$3, \$2 & \$1.

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GOLD FLAKE CIGARETTES



FOR ALL TIMES IN ALL CLIMES

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HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

Upper Levels \$21.00 per ton

Mid-Level 20.00 per ton

Central District 19.00 per ton

Kowloon 21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels \$19.50 per ton

Mid-Level 18.50 per ton

Central District 17.50 per ton

Kowloon 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

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ENJOY YOUR LIFE

Enjoying life is not possible unless you maintain your health and vigour in spite of work, worry, and extremes of weather and of temperature.

Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

OSTELIN

Vitamin D Concentrate
makes you fit
and keeps you so

SOLD IN THREE FORMS

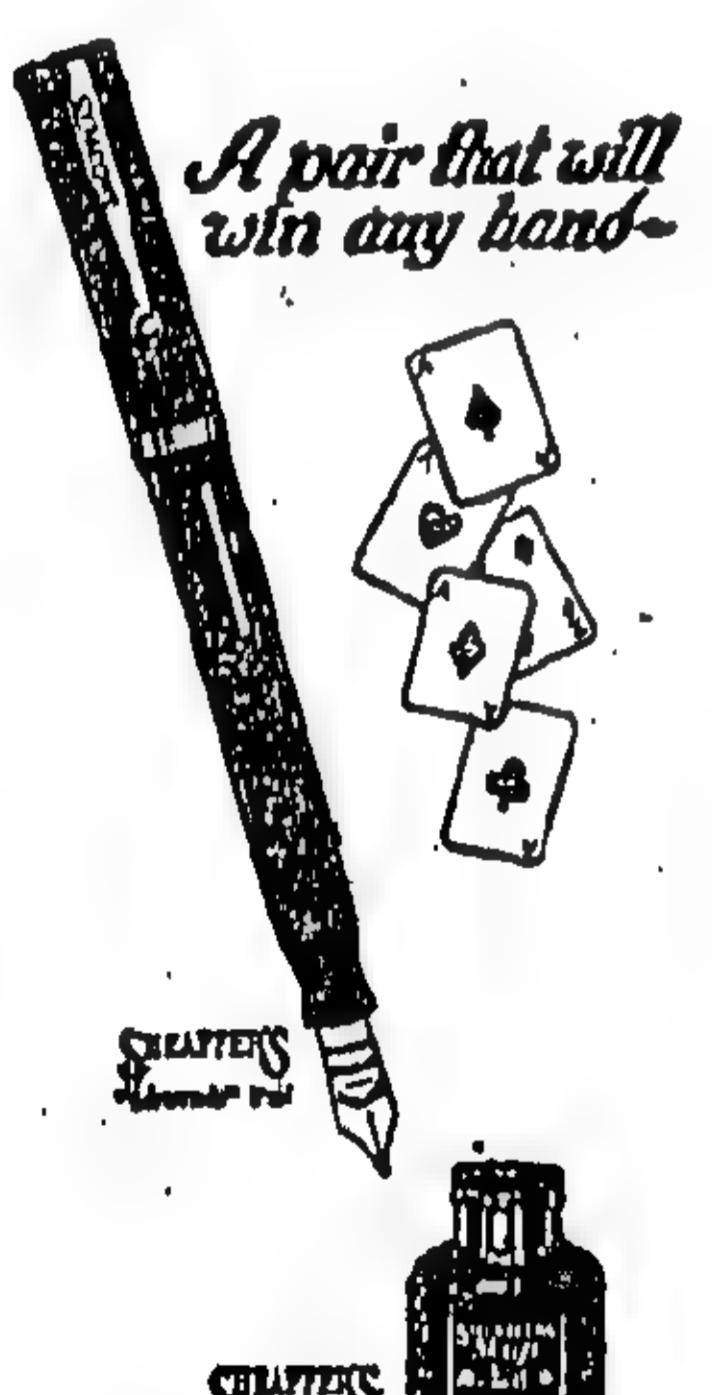
OSTELIN LIQUID
particularly for babies. Many times more potent than the finest cod-liver oil.

OSTELIN TABLETS
for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT
specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected male extract and concentrated orange juice.

Obtainable from any dispensary or confectioner store

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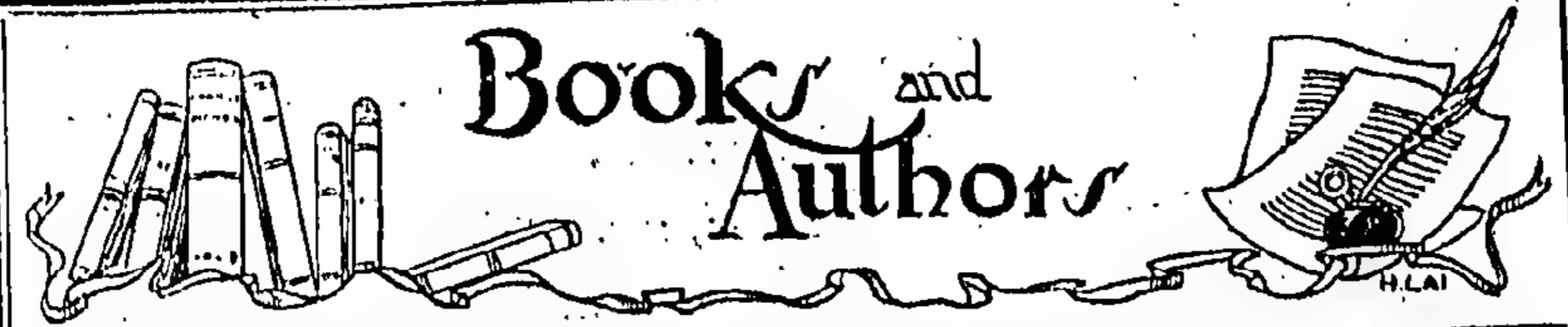
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FIELD GLASSES
Price Moderate

A Trial Order is Solicited.

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Hong Kong



"HERALD" REVIEWS

Speeches of H.M. the King

[*"King George V. In His Own Words"*; Ernest Benn, Ltd., 12/- net.]

During the first three decades of the Twentieth Century it has become more and more fashionable to publish books dealing with the lives of great men, while they are still alive. Usually they are of the reminiscence type, and deal largely in anecdote. They are pleasant and easy reading, which commends itself to almost every class of reader.

Mr. F. A. MacKenzie has not produced a book of this kind. His task has been to select excerpts from the speeches of His Majesty, King George V., to arrange them, and to provide the slight connecting and explanatory narrative necessary to form the collection into a book.

It is hardly probable that the result will form a volume particularly acceptable to the casual reader. It is to the historian that it will most appeal, and by "historian" we include not only the writers of histories, but also all those who are interested in the study of political history. In these speeches the student will find much of great interest, for often many events are the more easily understandable when one can obtain another angle of vision. And often one does obtain such a different angle from a perusal of these speeches.

There is also another aspect of the book. From it one may get a closer idea of what manner of man His Majesty is. It is not, of course, to be expected that His Majesty should draft and write these speeches himself. But after the drafts had been prepared, there is no doubt that the ultimate expression is that which was dictated by His Majesty. And, on perusal of the speeches, one is left in amazement, not only at the skip and detail which is displayed, but also at the intense personal feeling which His Majesty displays.

An interesting book. —V. V.

Through Asia

[*"China to Chelsen"*, by Captain D. McCallum; Ernest Benn, 21/- net.]

This book, which the author calls "A Modern Pilgrimage along

Ancient Highways," is a narrative of a remarkable motor car journey undertaken and accomplished in the face of appalling conditions by Captain and Mrs. McCallum and two friends, Messrs. N. G. Lovell and F. Rumsey Williams. The most direct route from North China to Europe is by Siberia, but several things forbade our travellers going that way, and at the last minute they decided on the hotter and wetter route by the countries lying to the South of China. In two Buick cars the party motored from Peking to Tientsin. Then by three different steamers they got to Haiphong, trans-shiping at Shanghai and Hong Kong. From Haiphong they went by the Mandarin Road through Indo-China, Annam and Cambodia to the Siamese border, thence by inundated roads through Siam, after which they seem to have had tropical rains most of the way to Singapore. Ship was taken again at Singapore; for Calcutta again. India was crossed by the Grand Trunk Road, then through the Baluchistan Desert to the execrable roads of Persia, then through Mesopotamia to find trouble in Syria and terrifying roads, landslides, and gorges in Asia Minor. They entered Europe by Constantinople and from there the rest was comparatively plain sailing or rather motoring.

Owing to last minute change of plans Indo-China, Siam and Malaya had to be negotiated in the hot rainy season when low-lying parts of the country were under water and bridges frequently washed away. Yet they carried on bravely although delayed, not for days or weeks but for months. The bold voyagers ultimately arrived in Chelsen on May 29, 1928 after having motored over fifteen thousand miles and sailed three thousand in about three hundred and fifty days.

Besides giving an interesting summary of the journey Capt. McCallum has many interesting digressions of topical subjects such as the Boxer Rebellion, present day Peking, the Chinese imbroglio, etc. Very entertaining, too, are his notes on the many different peoples of Indo-China, the Chams, the Mols, the Khmers, etc., their past glories, wonderful buildings and present eclipse and inertness. Quite a large part of the volume is given to those little-known peoples.

Thirty-six full page photographic illustrations and four maps help to enhance this on-

ABOUT PALESTINE

A Volume of Happy Reminiscences

[*"Above and Beyond Palestine"*; by C. E. Hughes; Ernest Benn, Ltd., 10/- net.]

A well written book, with a notable absence of technical details often found in similar works, dealing with highly specialised branches of the Services during the war. The reader is not allowed to become bored with heavy explanations but is carried, (one might say) gaily on, through a very descriptive series of anecdotes, full of pleasantries and happy reminiscences.

The author has a pleasing knack, when relating incidents, of hiding the sordid side of the war and sticking to the original idea of the book, which has as its object, the bringing to light of the little known body of pioneers, the East Indies and Egypt Scapline Squadron. Like the branch of the Services they were attached to, they were a "Silent Service". To the man-in-the-street, the title of the E.I. & E.S.S. conveys very little and still less when the sphere of operations were so far away from the major struggle.

One only requires intelligently to follow the incidents so ably described in this book, with the aid of maps at the end, to understand the significance and importance of the work carried through by them. The "side-show" idea is soon dispensed, and one can have nothing but praise and appreciation for their splendid work. The author has shown in this book that he was no mean observer and has made full use of his powers (both of observation and descriptive writing.) The clear and facile manner in which Mr. Hughes describes the many places of interest visited makes the reader feel that he is actually walking through the places with the author.

On the whole this is a very interesting, descriptive and well written book. Pleasant and light, it is well worth reading.

Mr. Stanley Baldwin, speaking at Edinburgh, confessed his early love of Scott's novels.

thralling and modestly-written thrillers of travel.

We take off our hats to Captain McCallum, Mr. Lovell and Mr. Rumsey Williams; and do so twice to Mrs. McCallum.

upon maturity. Some germ of disease, it seemed, entered into the system. The governing body lost the qualities of an oligarchy. Its tenacity became stubbornness; its indifference to ideas, unintelligence; its caution, craft or fraud. For the extent to which the famous Congregation of the Index poisoned the springs of ecclesiastical literature, both by suppression and interpolation, I may refer to the first volume of Friedrich's *History of the Vatican Council*. Since 1567 (the reminds us) the study of the genuine text of the Fathers and ancient authors has been made impossible: *ita ut in posterum non licet affirmare ex lectione istorum auctorum quid illi securint, sed quacunq; est sententia Curia Romana, quia omnia depravavit* ("So that in future the reader cannot know the mind of the writer: what he finds in the opinion of the Roman Curia, which has poisoned the wells"). And the world changed.

New Forces

New forces came into play; new elements made their appearance; success called for other qualities—intelligence, adaptability, quickness—than those that had been demanded in the past. The centre of gravity shifted from the Empire to the new nations, and from the Church to the Churches. In each case the older body lingered, *in forma, invisa, cut lumen adiutorum*—in that of the Church it still lingers, and may do so long. But it lingers as a survival of a past world in a new order. Slowly detraction works upon it; slowly disintegration advances and cohesion decreases. It may disappear in the short agony of revolution; it may perish, more probably, in the long process of secular decay. In either case its destiny is the same.

Vonuit summa dies et ineluctabile tempus
Dardanis: fulmis Troes; fuit
Illi, et Ingens.

Gloria Taurorum:

Great Qualities

The Latin genius has great qualities—form, order, unity—but they are discounted by one radical



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28th February

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VACCINATION

Ambulance Brigade's Campaign

WEEKLY RETURN

The number of persons vaccinated, free of charge, by members of the Ambulance Brigade, up to and including Thursday, February 20, is—

Chinese Y.M.C.A. Division 12,198

King's College Division (Old) 4,055

King's College Division (New) 4,147

Railway Division 3,070

Indian Division 1,416

Kowloon Division 16,163

Mongkok Division 34,407

Shaukiwan Division 4,558

St. Joseph's College Division 300

Motor Drivers' Association Division 1,917

Chinese Athletic Division 8,104

Un Long 760

Victoria Nursing Division 141

Y.W.C.A. Nursing Division 930

Total to date: 93,550

AND SO TO BED

The *Sunday Herald* is informed by the acting Honorary Secretary of the Hong Kong Amateur Dramatic Club that the eagerly awaited production of James Bernard Fagan's "And So To Bed" will be staged at the Theatre Royal on March 22 and following nights.

The cast will be headed by Mr. W. A. Hannibal and Mrs. Grossman who will play the parts of "Samuel Pops" and "My wife, poor wretch" created in the original London production by Edmund Gwenn and Yvonne Arnaud.

For the important role of Mrs. Knight, the Club have been fortunate in enlisting the services of Mrs. Howard Johnston, a lady of considerable dramatic experience.

An excellent supporting cast has been secured.

THE THEOSOPHICAL SOCIETY.

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WEEKLY PUBLIC LECTURES.

Thursday, February 27

6 p.m.

"ATHEISM AND NON-BELIEF."

Speaker Mr. E. J. Othen

All are welcome.

Books for Sale.

Good Lending Library.

Viscount Bridgeman is to conduct an "Imperial Investigation" into the administration of the headquarters of the British Legion. The London Chamber of Commerce and the Institute of Chartered Accountants have also been asked to nominate representatives.

The Papacy is a fragment of a past world surviving in a later age; this is its refutation.

The Papacy is a fragment of a past world surviving in a later age; this is its refutation.

The Papacy is a fragment of a past world surviving in a later age; this is its refutation.

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HONG KONG.

FROM LONDON TOWN

A Wonderful World

The 'Schoolboys' Exhibition, which is held in London every year during the Christmas holidays, was more attractive than ever last season. Instead of taking the motto "Boys will be Boys," the organisers of the exhibition have said to themselves "Boys will be Men" and all the exhibits are designed to show what a wonderful world the younger generation will inherit when it grows up. The development of banking during the last hundred years or so is demonstrated by the placing side by side of the ledgers of a century ago showing, among other historic entries, the accounts of the Duke of Wellington, and the newest type of electrical calculating machine which registers debits, credits and balance by the skillful manipulation of a type-writer-like keyboard. Among other exhibits of particular interest to enquiring youth is a Noctovisor by means of which boys sitting in a darkened room can see and hear other boys in a similar room in another part of London; an Electric Eye which rings burglar alarms when one crosses its invisible rays; the editor's den of a famous boys' newspaper; a zoo of strange pets, including a moose and a baby crocodile; a recruiting office for schoolboy detectives; and, a pond on which model speedboat races are held, in which any boy can compete.

Books and The Museum

Mr. Farquharson Sharp, who retired at the end of the year from the office of keeper of the Printed Books of the British Museum, met many famous people during his long term of office. Carlyle, Trotsky, Lenin, Bernard Shaw and Karl Marx all visited the reading room from time to time, and Samuel Butler was frequently there. He always used to ask for the same book, a dry, ecclesiastical work, and when it was removed, owing to a re-arrangement of the shelves, he made an angry protest. It afterward transpired that the reason why he was so wedded to the volume was because it was a convenient size for him to rest his writing pad on! Mr. Sharp has been succeeded by Mr. Wilfred Marsden, a man of 51, who was educated at Wellington and Oxford and went to the Museum as a junior in the department he will now control. Mr. Marsden is superintending the entire recataloguing of all the books in the Museum, roughly estimated at three and a half million volumes. This task will take ten years and cost about £200,000. The catalogue when finished will occupy at least 165 volumes, which will cost £4 each.

Italian Art

The most important social event of the post-Christmas season was the private view of the Italian Art Exhibition at Burlington House on December 31. Everybody who is anybody in Art, Literature, Politics, the Church and the Stage was present. But this private view was different from any others. Instead of the usual formalities, there was a great deal of fun and merriment. The most interesting feature of the exhibition was a collection of manuscripts, mostly of the 15th and 16th centuries, which had been discovered in a secret room in the Palazzo Vecchio in Florence. These manuscripts were written in gold and silver ink on vellum, and some of them were signed by famous artists such as Leonardo da Vinci, Andrea Mantegna and Giovanni Bellini. The exhibition also included a collection of paintings, mostly of the 15th and 16th centuries, which had been discovered in a secret room in the Palazzo Vecchio in Florence. These paintings were signed by famous artists such as Leonardo da Vinci, Andrea Mantegna and Giovanni Bellini.

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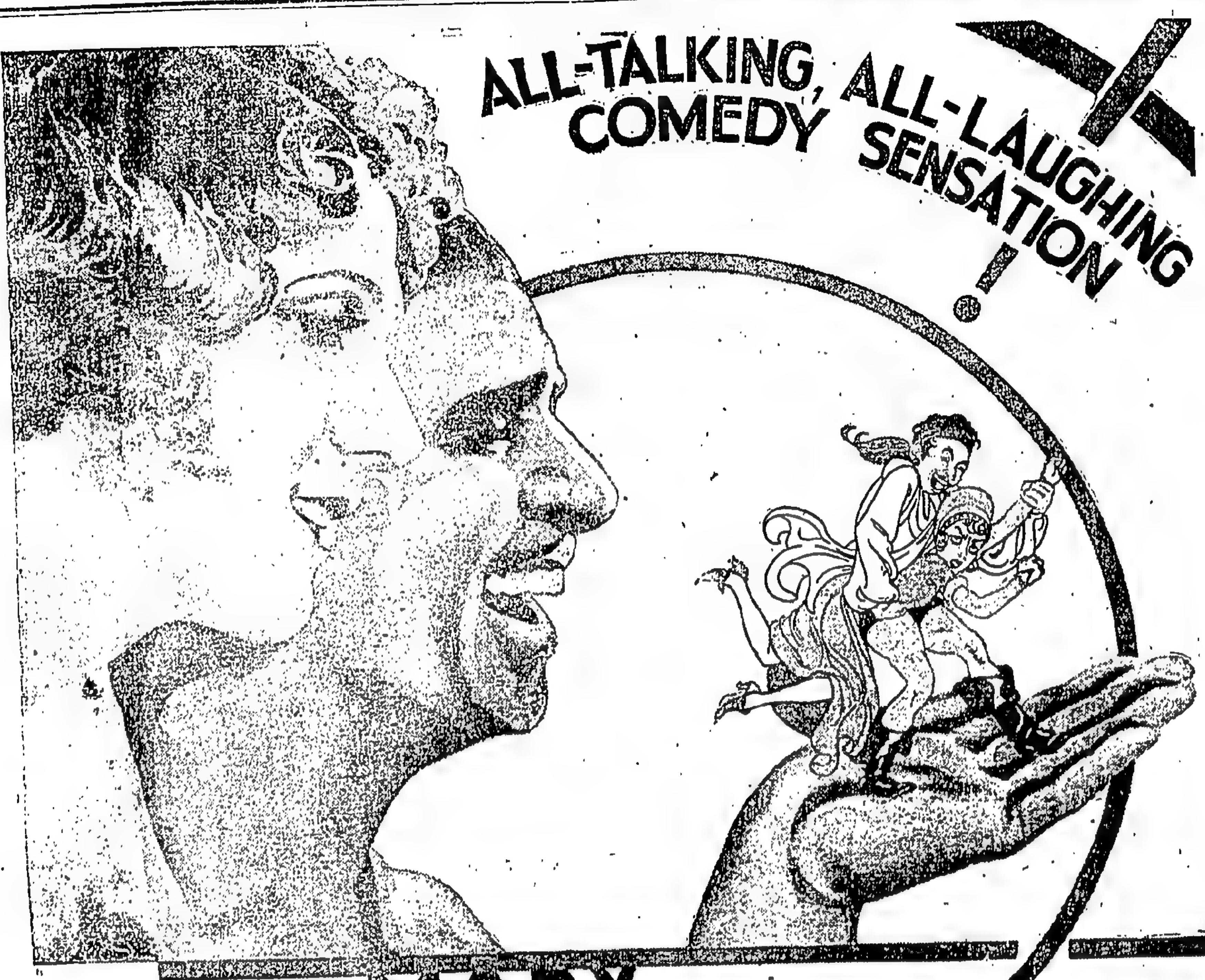
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ARTISTS
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MARY ^{together} PICKFORD AND DOUGLAS FAIRBANKS

IN AN ADAPTATION OF SHAKESPEARE'S

TAMING OF THE SHREW ^{together}



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MOTORISTS THIS IS YOUR PAGE

Argument proves nothing



By the same token, a thousand years of argument will not settle the question of which is the best motorcar engine lubricant — which of them all, the NEW GARGOYLE MOBIL-OIL or any other, will prove most efficient and economical in actual service?

Only a test — a real working test — will supply that proof. Such a test leaves no room for argument.



For more than a thousand years the philosophers argued about whether two pieces of the same metal, one large and the other small, if dropped simultaneously from an equal height, would hit the ground at the same time.

In all that time neither side was able to convince the other.

Finally, a man with a practical turn of mind startled the philosophers by saying:

"Why not test it? Drop the pieces and see what happens."

They made the test. Both pieces landed exactly together — and incidentally ruined a perfectly good argument.

Then why not apply the final test at the start?

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

HUMBER "SNIPE"

Challenge to the Americans

SPECIFICATION

Maker.—Humber, Ltd., Coventry, World exporters—Rootes, Ltd., Devonshire House, Piccadilly, London, W.1.
Engines.—Humber—Number of cylinders, Six. Watercooled with impeller and fan. Thermostatically controlled radiator shutters. Bore—80 mm. Stroke—110 mm. Cubic capacity—3493.5 c.c. Treasury rating—23.8 h.p. Tax—£24. Ignition—Coi with automatic advance. Lubrication—Forced with pressure filter. Carburetor—Stromberg vertical pump type with water-heated manifold. Other details—Overhead inlet valves. Chain-driven camshaft. Four point suspension on rubber trunnions. Clutch—Single dry plate, Ferodo lin. mt.

Gearbox—Four speeds and reverse. Right-hand control in visible gate. "Silent" third speed. Ratios—Top, 4.65 to 1; third, 0.06 to 1; second, 11.23 to 1; first, 16.82 to 1. Transmission—Hardy-Spicer propeller shaft to spiral bevel final drive. Brakes—Bendix Duo-Servo, two-shoe, self-adjusting, self-actuated. Operated by pedal. Hand lever operates brakes on rear wheels. Steering—Marles worm and roller system. Turning circle, 30 ft. Chassis lubrication—Silentline bushes and self-lubricating bearings are fitted where possible. Remaining points lubricated by grease gun. Springing—Semi-elliptic, fore and aft. Rear springs underlapping. Selection shackle bushes. Hardford shock absorbers.

Wheels and tires—The Dunlop "Normal" tires, 29 by 6.5 in.

Patrol system—Rear tank, 12 gallons (two gallons reserve). Supplied by A.C. fuel pump. Petrol gauge on dash.

Lighting and starting—Lucas dynamo and starting motor.

Wheelbase—10 ft.

Track—4 ft. 8 in.

Ground clearance—8½ in.

Price—Saloon (model tested), £535.

Other models range in price from £495 to £605.

At the last Motor Show at Olympia there were on exhibition certain cars designed and produced as a challenge to the Americans. Two cars stood out from all the rest and one of the two was the Humber "Snipe." Its price was low—£495 for the open four-seater—its equipment was comprehensive, its performance was good and its speed high. The makers claimed for it a maximum effective speed of 76 miles an hour and later tests have shown that the claim was justified. Its three and a half litre engine makes it suitable for work abroad where roads are not like billiard tables in the matter of surface.

During my test I drove to Coventry and back. On the outward half of the journey I had to follow another car which, because of dilapidations, had a maximum speed of about 45 miles an hour. Thus the drive was tedious. At a speed of from 30 to 40 miles an hour sleep is easy in the "Snipe," and the general simplicity of driving was such that inattention was also easy. The type of maniac who finds little use in gearboxes will be satisfied with the "Snipe," as a lazy driver need never change down from top on normal British roads. The "silent third speed" is reasonably quiet and the change-down is simple—in fact, the entire gearbox is foolproof. Acceleration is excellent and the car leaps up to 60 miles an hour with an effortless sweep. Progress to 70 is naturally a little slower, but that speed can be held as long as traffic permits.

The return journey was more pleasant. We left Foleshill, a mile or two north of Coventry, at 3 p.m. and one hour later—in spite of a careful passage through Coventry, the home of the worst drivers in the world—we had covered a distance of exactly 45 miles. Driving was comfortable and easy throughout. The high average speed was maintained largely as a result of the power of swift acceleration inherent in the car. The only trouble of the drive was caused by the brakes. Smooth in application in the early stages, they were inclined to become slightly too effective when swift pressure was applied and, as a result, the car buck-jumped a little in emergency "pull-ups." This fault was probably due to bad adjustment. The car held the road well at all speeds. Cornering was good and there was no tendency to roll.

The "Snipe" does not in its outward appearance convey any suggestion of high speed and the most respectable of maiden aunts could be taken for a drive ignorant that she was being transported in a machine with a performance better than that of many so-called "sports" car. There is a touch of humour in the defeat which can be inflicted by the "Snipe" on the fierce "lads" who crash along the roads in an atmosphere of noise, streaming and burnt castor oil. There is a difference between attaining and holding a speed of 76 miles an hour. What the "Snipe" does is, in spite of its high maximum speed the car is easy to drive in traffic. My 210 mile test drive on December 18 caused less exhaustion than has many a drive of 100 miles or less.

The bodywork is good and is comfortable. The equipment is as complete as needs be. The petrol consumption appears to be low. In this drive I used about 9½ gallons. Many miles were driven in traffic and the car itself was new. If this account appears to be over-enthusiastic the doubtful reader should prove its accuracy by demanding a trial run from a Humber agent. The "Snipe" will induce thinking among American manufacturers, and if, in addition, it causes thought on the part of certain British manufacturers no harm will be done. The "Snipe" should earn as much distinction as did the 10-12 h.p. Coventry Humber of days long past.—W. E. de B. W. in the Army, Navy, and Air Force Gazette.

CHRYSLER'S

New York Architects' Surprise

What is claimed to be the world's tallest skyscraper, the Chrysler building in Forty-Second Street, stands triumphant in New York after a most amusing contest in architectural history with another American structure, the Bank of Manhattan, in Wall Street.

The contest between the two architects who designed these skyscrapers was for the world's tallest building, and the matter is still undecided. The Chrysler building is 1,030 ft. high from the pavement to the tip of its lantern tower, 46 ft. higher than the Eiffel Tower in Paris, while the Wall Street structure is 923 ft. high, including a 50 ft. flagpole.

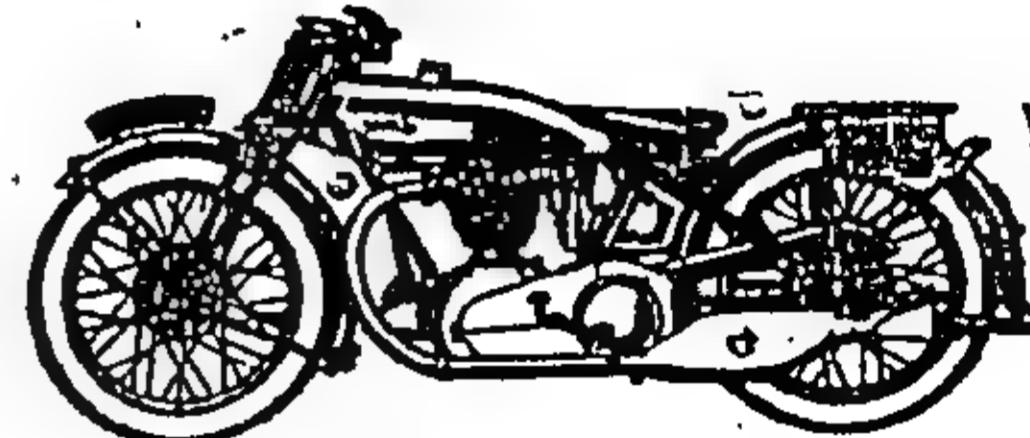
But although the Chrysler skyscraper is claimed to be the tallest in the world, it has only 68 stories, compared with 71 carried by the Bank of Manhattan, which offers living accommodation at a height above that of any office which may be rented in its Forty-Second Street rival.

How It Began

The contest came about in this way. Two American architects, Mr. William van Alen and Mr. H. Craig Severance, former partners, separated, and each received a contract to design the world's tallest building.

FIRST IN HONG KONG

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"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and chromium plating.

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MOTOR CYCLING

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REMEDYING A FAULT

Occasionally one encounters among riders on the road, and perhaps even in the Blue 'Un's Correspondence columns, faint traces of a suspicion that the supremacy of British motor cycles is more propaganda, and that it may not actually be so pronounced as the Press suggests. May I talk absolutely frankly about it? I have not yet visited our own Oversea Dominions, and it is true that in some of them American machines still sell quite freely, largely because of bad service on our part in the past, a fault which is in process of being remedied. I met a big Australian trader at Olympia, who was ordering 4,000 British bikes for 1930, although he had made his money out of American bikes. So far as Europe is concerned, on my Continental assignments I have repeatedly seen a kind of stupor descend upon the crowd at great races, because the other European riders and machines were so literally and obviously outclassed; and I have never yet seen the British representatives hard-pressed in any such event. In fact, the only occasions during 1929 when I, as a British Pressman, had to sit and watch bike from another country enjoying the limelight were the Lightweight T.T., wherein Ghersi led for five laps, though he could not finish; and the speed tests at Cointin aerodrome, which concluded the International Six Days, in which Scenius and Baylon, on B.M.W. machines, were faster than any of our lads, though we annexed all the chief awards of the week. In other words, British Supremacy is an incontestable fact, though its duration is unlikely to be eternal.

Brakes Which Bite

I occasionally ride a trade machine which strikes me as an extremely perilous marketing proposition, because its brakes, and especially the rear brake, are so easily locked, and have such a fierce bite. This inflicts no risks on an old hand, who never takes out a strange bus without applying its brakes experimentally within the first hundred yards; this precaution is essential because the pedal may be any old where; it is doubly wise, because the brakes may be creamy or tigerish, and one has to know. But the average duffer is easily scared. When he is scared he acts on instinct. His instinct is to stamp. And if you stamp on a brake which bites, you are pretty certain to go over, unless you possess such a knack of balancing and bus control as distinguishes Dodson from me. Some years ago a famous car was criticised in the technical Press by every lad who wrote about it because its brake pedal required so much pressure to apply full braking power; you had to brace your leg at the pedal as if you were a 'Varsity stroke on the spurt. Now that always struck me as a sound point, because the gootie-and-stamp type of novice stamps on his brakes when he shouldn't. Contrariwise, as Tweedleum used to say (or was it Tweedledee? My "Alice" isn't handy), I drove this summer a car which evoked plaudits of praise from all the Prioleau gang, because its brakes were so splendidious. All I can say is that when I took it out I spun it into a blur on slime, because its brakes locked as soon as the pedal smelt my boot. So

I appeal to makers not to send out brakes which bite.

Try It On The Dog
Here is a mild brain-wave amongst starts in the T.T. Assuming (I hate it, but still) that the A.C.U. lacks the pluck to institute a massed start in all the 1930 T.T. Races, why not experiment with the nation in the Lightweight Race only? This is often rather a drearyish event for it secures a smaller entry than the others. It very seldom produces a really tight finish, and the alleged danger would be reduced to a minimum by the fewness of the riders, and their natural readiness to start canny, knowing that they do not contain twenty potential 76 m.p.h. champions. There couldn't be any danger in the plan in this event, and it might cheer up the four-hour battle. Afterwards, the doubling Thomases on the A.C.U. Committee would possess some fresh data on which to base decisions for 1931. At the moment quite a number of them have never seen a massed start, such as every Continental organiser accepts as naturally as we accept cold mutton on Mondays.

Room for Everything

Time was when renders accused me of gadgetitis, an affliction from which most of us suffer in youth. I was cured when makers began to supply full equipment. But I grouse bitterly to myself every summer on the subject of tool and kit storage facilities. A few years ago most bikes had a couple of really spacious panniers, in which one could carry all one's needs. They have shrunk perceptibly year by year for some seasons past; partly because cut prices led some makers to be content with one; partly because two fat bags look ugly; partly because fairies like to straddle the carrier, and the sort of fairy we affect isn't broad enough in the beam to straddle two really useful bags plus a sensible mudguard. So even the good bus of 1930 often has a miserably inadequate cubby-hole for tools, spares and kits, located low down so that one cracks the spine in getting at it; with a lid opening sideways, so that everything leaps out when you open it; and with space for about a quarter of what every roadster article advises a wise man to carry. Now the Hutchinson Compactum utilises space that is usually wasted. It provides lashings of room; it is long enough to house a tire pump and a big spanner. When you put things into it, they stay put. I hope it will adorn lots of the 1931 buses.—"Ixion" in The Motor Cycle.

WATER 'BUS TESTED

Sir Samuel Instone's Scheme

A glimpse into the future was afforded Londoners on the Embankment when a "water-bus" was tried out on the Thames. The trial was in connection with Sir Samuel Instone's proposed motorboat service, and its purpose was to test the engines and speed. The craft, which carried 30 people, was without the "coachwork" intended for it. Sir Samuel Instone, as a passenger, was taken from Westminster to Hammersmith Bridge, and then back to the Tower Bridge. Speaking to the Journal of Commerce representative during the trip, he said, "This scheme for water-buses is sound. Why should a great artery like the Thames be used by a few tugs and barges only? It is absurd in a city so traffic-congested as London. A great saving of time would be effected by water-buses. It would be possible to go from Victoria to London Bridge with three stops in 20 minutes. With regard to landing stages, I think the public have a right to expect the authorities to give facilities for water-buses in the way they give facilities for road transport."

AID FOR THE PEDESTRIAN

An interesting improvement on the methods adopted for dealing with the traffic problem is being introduced in Paris. Foot passengers will now have the means of acting on their own behalf when they desire to cross a street or square at a point marked by two lines of brass nails. Hitherto they have had to wait until the roadway was clear and take their chance, relying on drivers of taxicabs and motors to slow down, as they are supposed to do, on approaching the brass nails. Very often foot passengers had to wait a long time, but now they will be able to signal when they desire to cross.

M. Chappé, the Prefect of Police and M. Guichard, the Director of the Municipal Police, have devised an apparatus consisting of posts, to which a red signal is attached on each side of the crossing. The foot passenger presses an electric button and a red signal appears. On seeing it drivers of vehicles have to stop and remain stationary for fifteen seconds. This period is considered sufficient to allow passengers to cross.

But, while means are given to people to enable them to cross the road, the means cannot be abused. When the red light has disappeared a minute must elapse before it can be used again.

GENERAL MOTORS

Extension Scheme in Java

The extension and rearrangement programme started by N.V. General Motors, Java, August 1, 1929, is fast nearing completion. The old assembly and warehouse buildings have been extended to cover an additional area of 2,116 square metres to permit more efficient operation and better working conditions for the men. With this programme completed, the present building line is extended to within a few metres of the roadway and very attractive layout is presented, for the old temporary buildings which formerly occupied this site are now removed.

A new Inspection building is also completed, covering an area of 740 square metres and making it possible to install additional equipment for more accurate testing of all cars after their assembly.

Commercial cars have been in increasing demand in the Dutch East Indies and Malaya for the past few years. The volume of sales of N.V. General Motors in Java since its inception has shown a very healthy increase towards trucks and buses, and because of this increased demand a Commercial Body Plant has been inaugurated. The building housing this new operation, which covers an area of 1,352 square metres, is now completed.

CUSTOM WORK ON SPRINGS

What is known as custom work on springs is a phase of the motor world little appreciated by the average car-owner. A spring seems to be merely a spring and the idea that it is subject to special treatment does not occur to him.

Such custom work, however, is available to those who want to get the best riding qualities from their cars. The first step is to weigh the car in order to ascertain whether the springs are appropriate for the task they must perform. The second step is to put the springs themselves into condition.

The trouble with most springs is that the leaves touch only on high spots. In the specialist's shop these high spots are removed so that the leaves work smoothly against each other for their entire area.

The final steps are lubrication and the proper adjustment of the spring control devices. With a custom spring job a car can be made to ride just as required.

WASTEFUL HABITS

Bad driving habits and improper care of the car are usually responsible for abnormal consumption of petrol, according to Mr. Frank N. Nutt, research engineer of the A.C. Spark Plug Company, who cites the causes of these faults as under:

Letting the engine run at high speed while idling in traffic. Many drivers have this bad habit.

Uneven acceleration, that is, stepping on the accelerator unsteadily.

Leaving the engine in spurts when waiting for the traffic "go" signal.

Driving with fouled spark plugs. This wastes about 20 to 25 per cent. of the petrol used for every plug that is out of commission.

Dashing up to a street and then jamming on the brakes. Also this is hard on a car and is a dangerous practice.

Dragging brakes waste petrol and wear out brake linings.

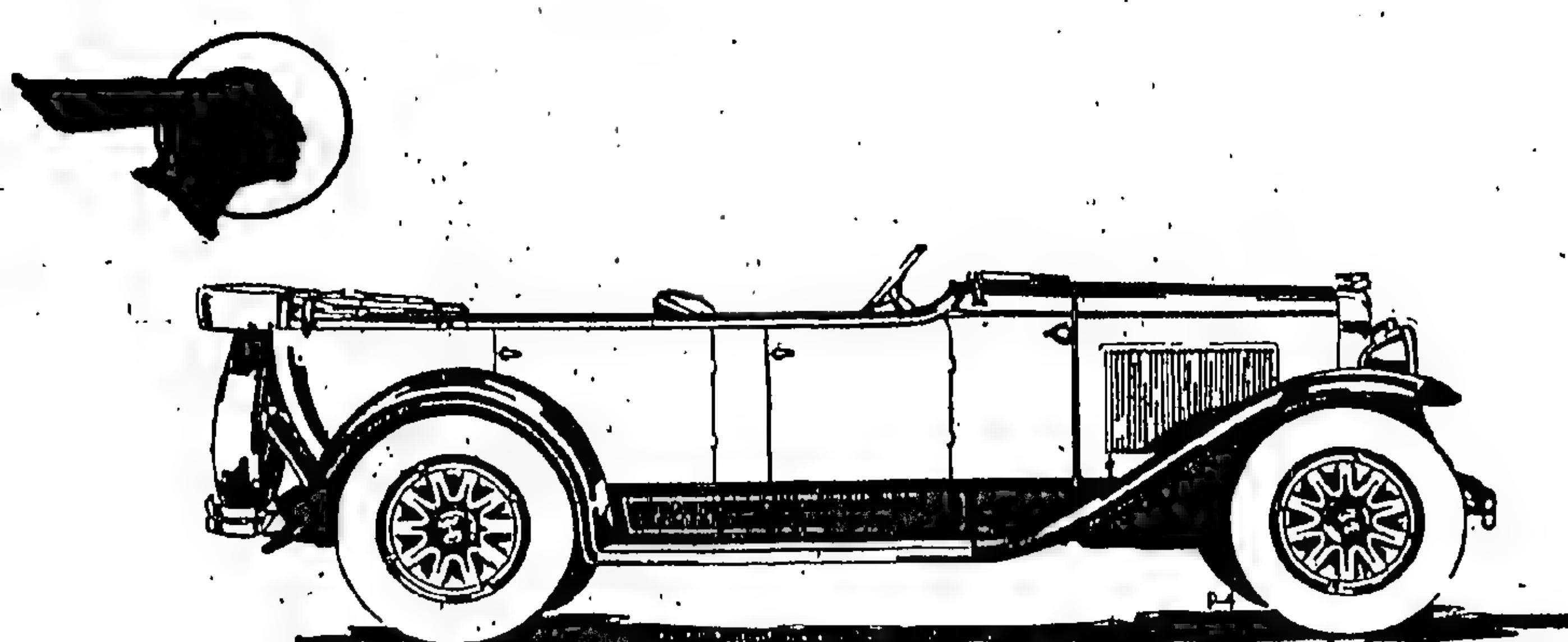
Driving too long in first and in second gear before shifting to top.

Careless drivers frequently pay no attention to simple warnings of coming trouble in their car. Mr. Butt added. What would usually amount to a minor repair if attended to at once often is permitted to grow into a large one. This is why the periodical car inspection and overhauling is necessary to keep cars in the best operating conditions.

Tyre Service

Now that so many motorists are wisely purchasing tyres that give safe service up to 40,000 miles, it may be an appropriate time to point out that no such mileage should be expected of the inner tubes if the motorist does not cover this distance less than two years. Inner tubes become hard and porous with age. This means that they leak air slowly and thus trick the owner into going about with his tyre under inflated. If the car is driven only 10,000 or less miles per year, it is a good plan to use new inner tubes after the car has gone 20,000 miles or so. This rule naturally does not apply where a motorist concentrates his mileage. Because air has to be put into the tyres rather infrequently when they are now there is a natural inclination to forget to increase the frequency of inspection as time passes.

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CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4041.



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You can't beat Pontiac value at Pontiac's price.

The SERIES 6-30 PONTIAC BIG SIX gives you all the essentials of Big Car performance—power, speed, flashing acceleration, flexibility in traffic—at low first cost, and with sure economy throughout its long, useful life.

PONTIAC BIG 6

Sole Distributors:

THE ORIENTAL MOTOR CAR CO.

66, Queen's Road C.

Tel. No. C. 406.

Ask us to tell you
PONTIAC'S LONG LIFE STORY

Sleeve-valve Power

Speeds up delivery and reduces costs

For lower cost per ton mile, for fast, safe, profitable transportation, progressive truck operators are turning to Willys-Knight.

WILLYS-KNIGHT

1½ TON TRUCK

H.K. \$2,500

(All prices and specifications subject to change without notice).

The power plant of this most modern commercial unit is the patented double sleeve-valve six-cylinder engine, noted for sustained high speed, rugged endurance and economical operation.

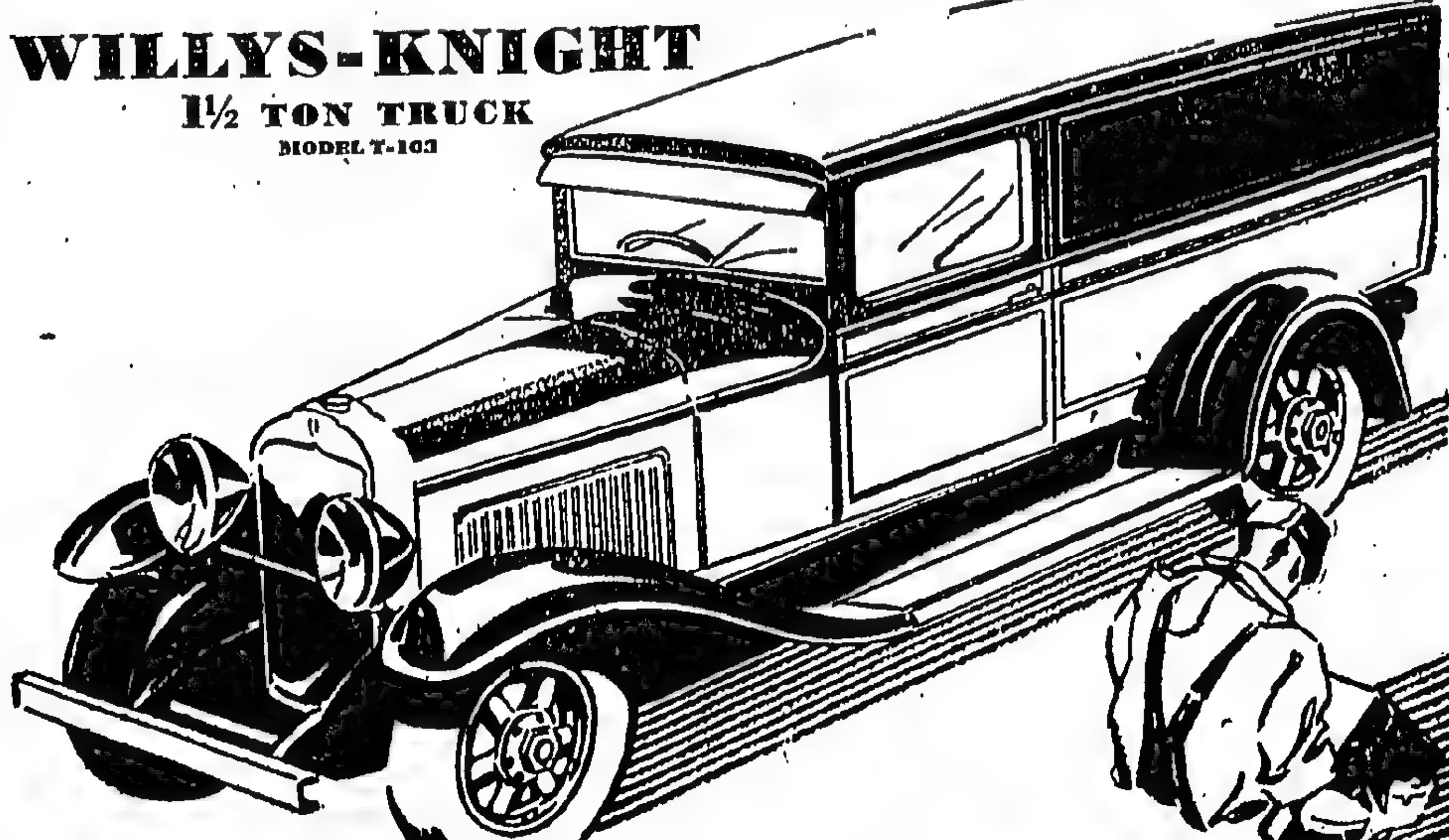
It will pay you to see the Willys-Knight Truck and to try its service in your own business. Visit your nearest Willys-Overland dealer.

LONG
ECONOMICAL
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WILLYS-KNIGHT

1½ TON TRUCK

MODEL T-103



Sole Distributors for Hong Kong & S. China:

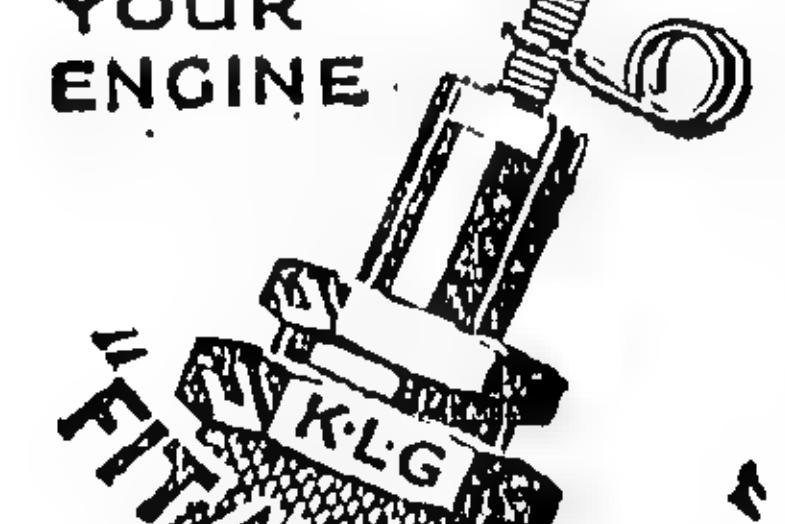
GILMAN & CO., LTD.
4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.
132, Nathan Road, Kowloon.

K.L.G.

THERE'S A TYPE TO SUIT YOUR ENGINE



THE WORLD'S BEST SPARKING PLUGS

Distributors for
BURMA:
G. MCKENZIE & CO. (1919)
LTD.,
HANOON.

RULES OF THE ROAD

MOTORISTS' CHARTER

"Owner Driver" writes in the Review of Reviews:-

The "Road Traffic Bill" is out at last, and a very good Bill it seems to be. In the course of its passage through Parliament it may be improved or damaged; but, as it stands, its valuable provisions so far outweigh those which may appear doubtful that motorists in general will give it a hearty welcome.

The best thing about it is its obvious tendency to lay down a law which can be obeyed. The old law, passed twenty-five years ago, before the development of the motor-car and of motor traffic could be clearly foreseen, was obsolete from the beginning. About that time I remember seeing a play in which one of the principal characters was a Cabinet Minister. He confessed that he had driven from town to the country house in which the scene was laid, at a speed that defied the 20-mile limit. When he was rebuked for breaking the law which he and his colleagues had caused Parliament to enact he answered: "Who bothers about the law with a good car on a clear road?" or words to that effect.

This has been the case, only more so, ever since. Now the stupid 20-mile limit is to be swept away. In its place come new checks upon road-hogging in the form of heavy penalties for dangerous driving. For this offence the penalty is to be a maximum of three months' imprisonment or a fine of £50 on a first conviction. For subsequent convictions the fine may be raised to £100 if the conviction be summary. If it be obtained on indictment the penalties are raised to six months' imprisonment and a fine. All convictions for this offence are to be indorsed on the motorist's licence; and unless there are special reasons to the contrary, the licence is to be withdrawn on a second offence.

Therefore it is possible, and indeed probable, that many a road hog will be lodged in a special cell if the Bill becomes law. Nobody, least of all a decent motorist, will pity him or her.

Another offence, that of "careless driving," is defined as driving "without due care and attention or without reasonable consideration for other persons using the road," but a conviction for this offence will not entail the withdrawal of a licence, nor do the penalties for it seem to be clearly specified. The object of defining this new offence is apparently to provide an alternative to the "dangerous driving" charge. Without it, a motorist might be liable to prosecution and to heavy penalties for a minor or even a technical offence. In order that motorists may know what technical offences are, the Minister of Transport will issue a "highway code" costing a penny or a copy. While failure to observe the code would not in itself be an offence, the fact that it had not been observed might be used as evidence were an actual offence committed. The net effect of the "dangerous" and "careless" driving clauses, and of the existence of an official code, should be to render motorists at once more cautious in their own interest and more considerate of others.

The Bill makes no provision for a definite test for drivers. It accepts the view of the Royal Commission on Transport to the effect that, having regard to qualifications that are only to be acquired by knowledge and experience, no preliminary tests can be effective. On this point I think the Bill might be extended and improved. If persons now holding licences may be supposed to have gained the requisite knowledge and experience, and be left to face the terrors of the law without further qualification, something might be done to ensure that new applicants for licences shall be fit to take the road. As I have before suggested, it would be a good thing if all such applicants were required to produce a certificate of fitness and of road experience from a registered teacher, all professional teachers being obliged to register themselves to this end. If the professional teachers themselves were compelled to pass severe tests as a condition of registration, a considerable safeguard would thus be provided.

Certain changes which the Bill recommends should tend to diminish accidents on the road. Though the age for motor-car drivers is not raised above the present minimum of 17 years, it is raised to 21 in the case of heavy motor-cars, tractors or locomotives. In the case of motor-cycles the age is increased from 14 to 16; and it is made unlawful for more than one person to be carried on the pillion, while any pillion rider must sit astride on a proper seat securely fixed. Moreover, applicants for licences will be required to declare whether they are suffering from any disease or physical disability which would be likely to cause their

driving to be a source of danger to the public. Severe penalties are proposed for any false declaration. Among the disabilities indicated are bad sight and liability to fits. An applicant who is refused a licence may, however, demand to be put through a practical test in driving, and has a right of appeal to a court of Summary Jurisdiction. On obtaining licences, all drivers will be required to insure themselves against third party risks and to carry with them a "certificate of insurance" in the same way as they now carry their licences.

Some of the most remarkable provisions of the Bill relate to the maximum speeds of heavy vehicles, such as locomotives, motor coaches and tractors, lorries and other goods vehicles. Motor-cars constructed to carry not more than eight persons in addition to the driver are exempt from any speed limit; but the schedule of speeds for other types of vehicle is as follows:

Class of Vehicle	Miles
Heavy Locomotives	
(a) Within any city, town or village	3
(b) Elsewhere	5
Light Locomotives	
(a) When not drawing a trailer or more than two trailers, if all the wheels of both the locomotive and any trailer drawn thereby are fitted with soft or elastic tyres	8
(b) In any other case	5
Heavy Motor-cars and Motor Tractors	
(1) Passenger Vehicles—	
(a) If all the wheels are fitted with pneumatic tyres and not drawing a trailer	30
(b) In any other case	16
(2) Goods Vehicles and Motor Tractors—	
(i) Without trailer—	
(a) If all the wheels are fitted with pneumatic tyres	20
(b) If all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	16
(ii) With trailer—	
(a) If all the wheels, both of the drawing vehicle and of the trailer, are fitted with pneumatic tyres	16
(b) If all the wheels, both of the drawing vehicle and of the trailer, are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	12
(iii) In any other case	5
Motor-cars and Motor-cycles	
Passenger Vehicles—	
(a) If all the wheels are fitted with pneumatic tyres, not drawing a trailer, and constructed to carry not more than eight persons in addition to the driver	No limit
(b) If all the wheels are fitted with pneumatic tyres, and the vehicle is not drawing a trailer, and is constructed to carry more than eight persons in addition to the driver	30
(c) In any other case	20
Goods Vehicles—	
(i) Without trailer—	
(a) If all the wheels are fitted with pneumatic tyres	30
(b) If all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	20
(ii) With trailer—	
(a) If all the wheels, both of the drawing vehicle and of the trailer, are fitted with pneumatic tyres	16
(b) If all the wheels, both of the drawing vehicle and of the trailer, are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	12
(iii) In any other case	5
Invalid Carriages	10

These speeds follow the recommendations of the Royal Commission on Transport, except that the speed limit for motor coaches with pneumatic tyres has been reduced from the 35 miles an hour proposed by the Commission to 30 miles an hour. This reduction is likely to lead to some outcry among the owners of motor coaches, many of which now run at speeds exceeding 40 miles an hour even on narrow roads. With their cars I have very little sympathy. Large numbers of these coaches have been built without regard to the width of the roads along which they pass or to the inconvenience and even danger they cause to other road users. Again and again during the past twelve months I have been obliged to drive at a speed above forty-seven miles

PUBLIC REVOLT

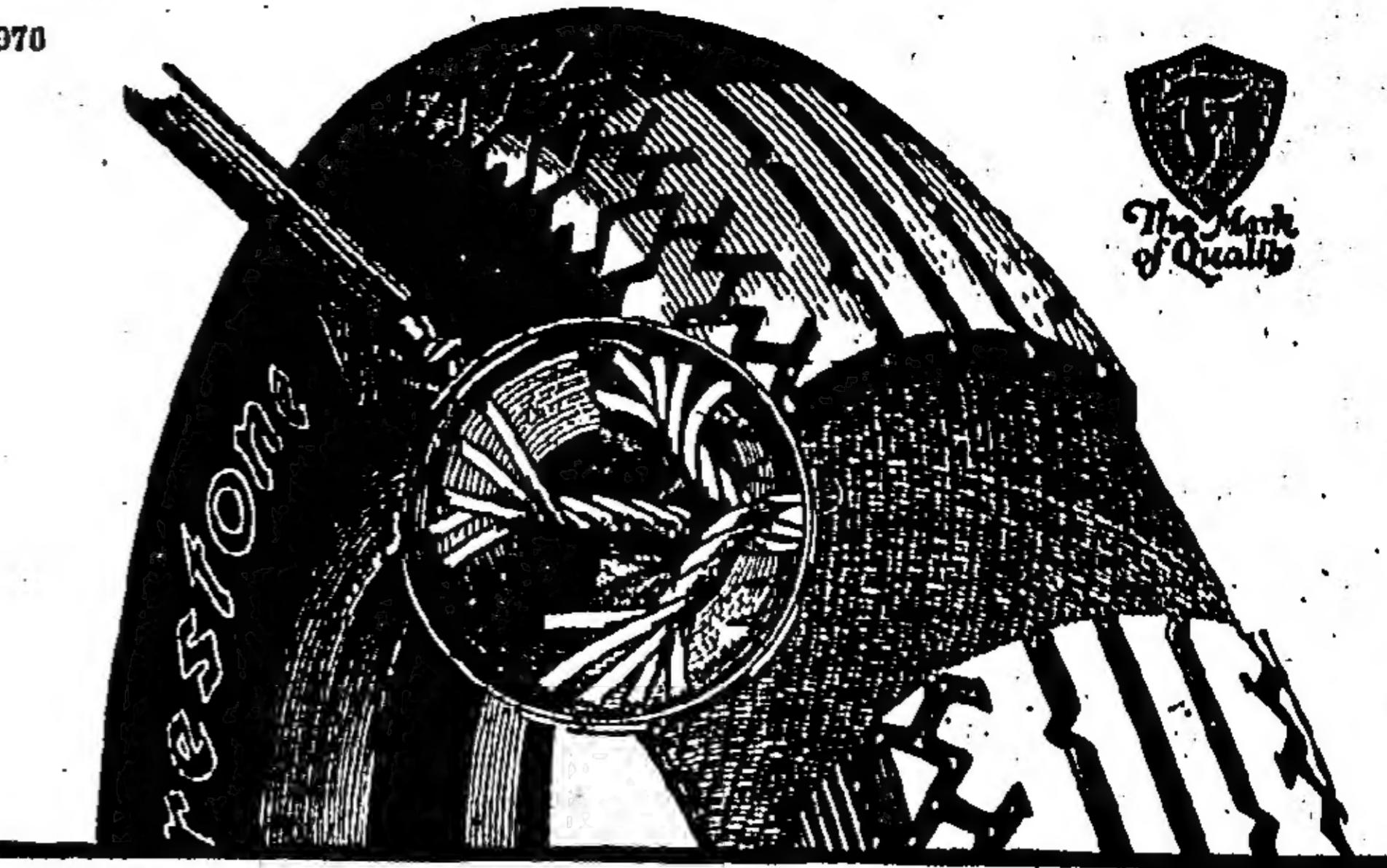
Motor Cycles and Noise

The public revolt against excessive noise in the streets has had some effect on the motor cycle industry. The machines exhibited at this year's annual show at Olympia were definitely quieter than their predecessors, and many of them were declared to be almost noiseless. This is a splendid improvement from many points of view, and it is good to know that it is in part due to the riders themselves. At one time the motor cycle enthusiast seemed to consider a healthy "bark" from his machine as something to be pleased with and proud of; fortunately he has passed through that phase and he now sympathises with the public demand for less noise.

The three-hundred exhibits at the recent show were mostly British, though a number of other countries were represented. Prices ranged from as low as £20 for a solo machine to £200 for a combination cycle and side-car. All of them were most attractive in appearance, and they were more generally built on the "safety" model. Low frames with more comfortable riding positions were common. One expert described the year's products as being "more gentlemanly" than ever before. They were quieter, cleaner and more attractive in every way. This is in part due to the weakening of the speed fetish.

The manufacturers still provide machines for the racer and the sportsman, but they are no longer ruled by competition considerations. They are more concerned to appeal to that wide section of the public which loves motoring, which demands comfort and safety, but which cannot afford to purchase and run a car. The result is an excellent one from all points of view.

29970



GUM-DIPPED

for Extra Quality-Extra Miles

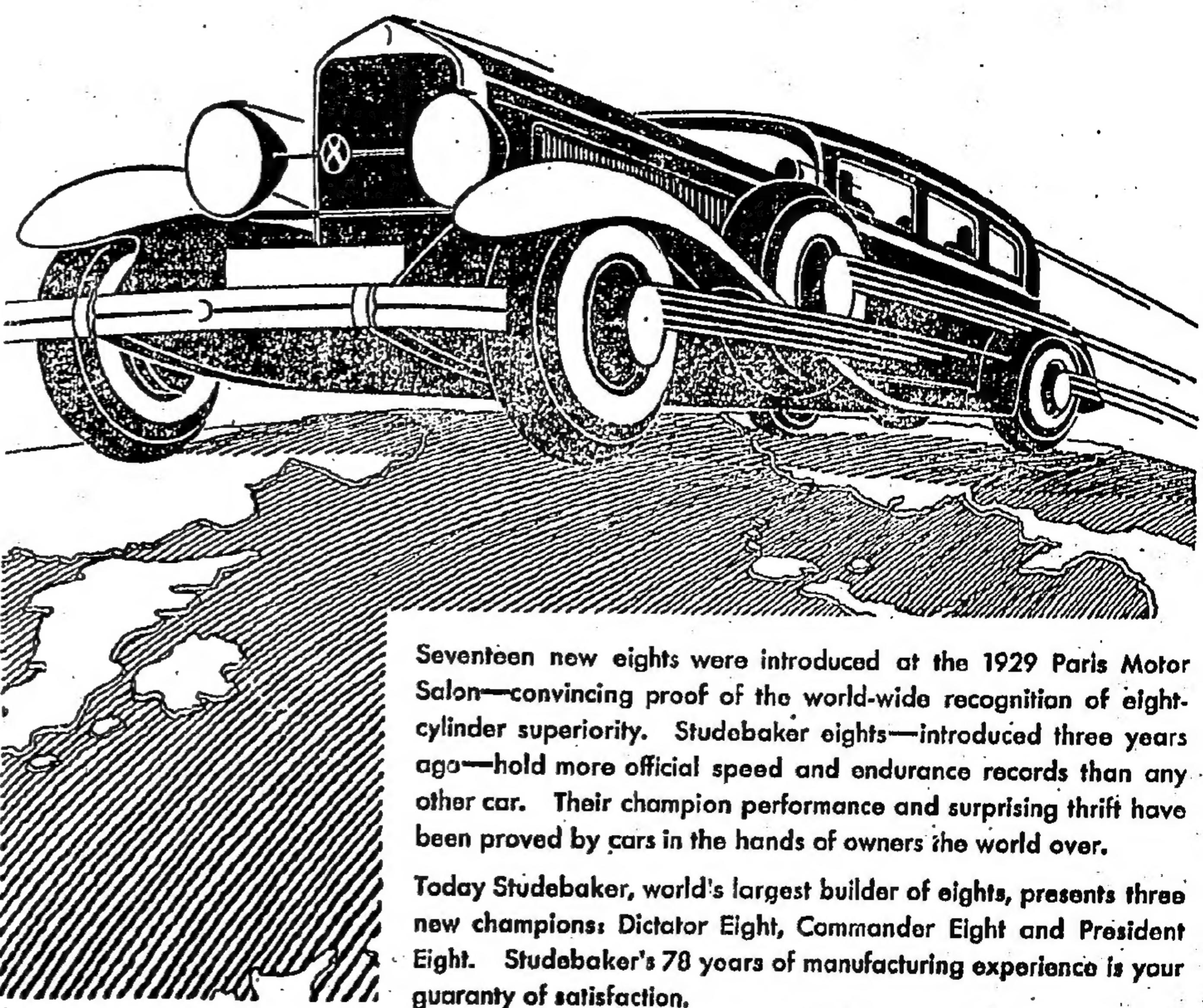
The Firestone process of Gum-Dipping is one of the most important of the many Firestone contributions to more economical highway transportation. Dipping the cords of the carcass in a rubber solution thoroughly saturates and insulates every fibre of every cord with rubber, minimising friction that fatigues the cords. As Firestone service dealers in this locality, we sell and service these extra quality tyres, which are saving money for hundreds of thousands of motorists. Make our shop your headquarters for tyres and service.

MOST MILES PER DOLLAR.

Firestone
GUM-DIPPED BALLOON TYRES.

DRAGON MOTOR CAR COMPANY LTD.
33 Wong Nai Chung Road, Happy Valley
Telephone Central 1246 or 1247.

8 PERFORMANCE EXPLAINS THIS WORLDWIDE PREFERENCE



Seventeen new eights were introduced at the 1929 Paris Motor Salon—convincing proof of the world-wide recognition of eight-cylinder superiority. Studebaker eights—introduced three years ago—hold more official speed and endurance records than any other car. Their champion performance and surprising thrift have been proved by cars in the hands of owners the world over.

Today Studebaker, world's largest builder of eights, presents three new champions: Dictator Eight, Commander Eight and President Eight. Studebaker's 78 years of manufacturing experience is your guarantee of satisfaction.

Price Range from G\$1,240 to G\$3,000.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

STUDEBAKER

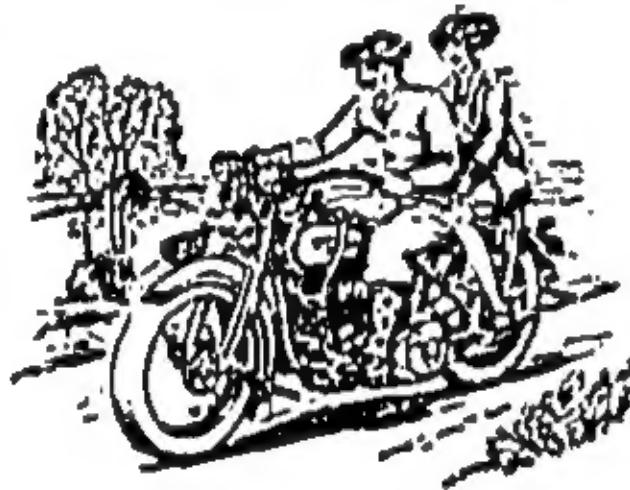
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**A SURE TIP
FOR THE RACES**
INVEST IN A
DODGE BROTHERS
NEW SIX
DEPENDABLE
ALWAYS A WINNER
YOU DON'T HAVE TO STRIKE A SWEEP
TO OWN ONE.
LOW PRICED! LOW UPKEEP!
HIGH QUALITY!
GO TO THE RACES IN A NEW SIX.

SOUTH CHINA MOTOR CAR CO.
33, DES VOEUX ROAD CENTRAL,
HONG KONG.

Tel. C. 5644. Tel. C. 5644.



**1930 HARLEY DAVIDSON
NOW ON DISPLAY**

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 & K. 804. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

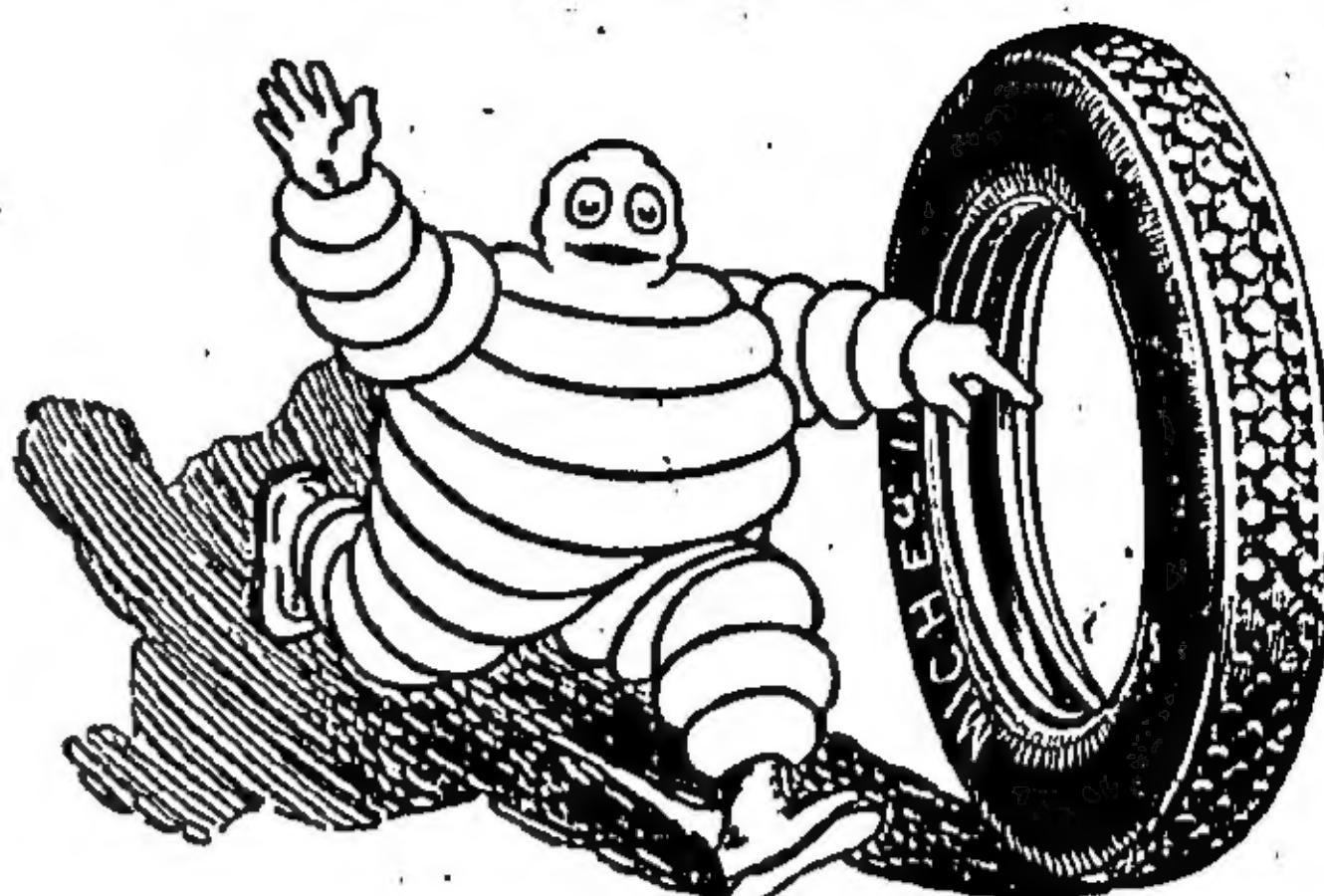
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.



MOTOR NEWS from Road & Showroom

MICHELIN

FOR NON SKIDDING
AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.
China Building (4th Floor), Tel. C. 2221.

FIAT GARAGE DEPOT.
67, Des Voeux Road C. Tel. C. 4821.

For safety on
slippery streets
drive on

FISK
All-Cords

The big, tough blocks of Fisk's
non-skid tread give sure traction
over any kind of going. Put
safety first and use Fisk All-
Cords—they help keep your car
under positive control.

OBTAIABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:— **GILMAN & CO.**
Telephone C. 290. 4A, Des Voeux Road C.

The Dual Role
Achille Varzi, who was the winner of The Motor Cycle Overseas Riders Trophy in the 1929 T.T., is Italy's champion car driver for 1929.

The Parking Problem
In order to relieve congestion resulting from parked motor vehicles, the Glasgow Corporation proposes to erect municipal garages.

Night-trailists, Beware!
It is reported that night traps are in operation at week-ends in Hampshire, particularly between Winchester and Andover.

A New Kind of "Roundabout"
A turntable is being built in St. Helen's Place, Bishopton, to enable cars to be turned round at the end of this narrow cul-de-sac.

A Reasonable Ruling
In New York, Switzerland and Vienna motorists are strictly forbidden to use their head lights wherever the streets are lit by lamps.

Congratulations!
The engagement of C. W. G. Lacy and Miss M. Russell is announced. Miss M. Russell won the first ladies' motor cycle race at Brooklands in 1928 at the very creditable speed of 77.81 m.p.h.

Speeding-up
The Ministry of Transport has been busy lately in changing the stopping places of buses and trams in an endeavour to relieve London traffic congestion.

The Latest Recruit
Burton-on-Trent is the latest recruit to the robot traffic signal system.

Painting
Remember when painting any portion of the car that cleaning the part thoroughly is most important, particularly if rust or grease is present.

Figures from Denmark
There are now 20,598 motor cycles registered in Denmark, over half of this total being in use in farming districts. In Copenhagen there is one sidecar to every four solo machines.

The Fourteen Days
The Minister of Transport has not yet officially considered revoking the fourteen days' grace now allowed for the renewal of road fund licences, but, if the concession continues to be abused, it is intended, motorists will have to pay "on the nail."

Eucalyptus for Your Crank Case
Somebody has discovered that aluminium can be effectively cleaned by using a mixture of six teaspoonfuls of metal-polish, two of eucalyptus, and a teaspoonful of whitening.

In Our True Colours
An interesting booklet, which has several good things to say about motor cyclists, has been published by the Order of the Road; it is entitled "Overtaking," and is by Lt-Col. J. T. C. Moore-Brabazon, M.C.

Storage Battery
In warmer weather, attention should be given to the battery at least once every week, and the cells kept filled with distilled water to a level of $\frac{1}{2}$ in. above the top of the plates. If, when filling, one cell takes considerably more water than the others, a leaky cell in indicated and the battery should be taken immediately to a battery service station. When checking the battery, the terminals should be examined for corrosion and loose connections, as either of these conditions will cause its rapid failure. If the terminals are at all corroded, they should be thoroughly cleaned and covered with a film of vaseline as a precaution against further corrosion. All connections should be examined regularly and tightened, as a loose condition at these points will prevent the full generator charge from entering the battery, and so in a very short time result in a run-down condition.

Hydrometer Reading
Each time the battery is inspected a hydrometer reading should be taken to ascertain if the battery is properly charged. The specific gravity of a fully charged battery is between 1.270 and 1.300. If successive readings show lower values than this, the car should be taken to battery service station to have the cause rectified, as it may be that the generator output is too low, and serious injury will result to the battery, if it is not kept charged. In taking hydrometer readings, care should be exercised to return the electrolyte from the hydrometer syringe to the same

battery cell from which it was taken.

Electrical System
All points of the electrical system should be checked regularly, and gaps determined to ensure proper clearance. All spark plugs should be removed at least once a month and the gap tested with a thickness gauge. Spark plugs will not deliver their maximum spark unless the points are properly spaced. For average driving conditions, the points of the spark plugs should be set at .028 or less than 1-32 of an inch. The spark plugs of four cylinder models should have a gap of .030 or slightly less than 1-32. Larger or smaller gaps are detrimental to the ignition. The points and the porcelain of the plugs should at all times be kept clean, and if found to be fouled or sooted, may be very easily cleaned with a brush dipped in petrol.

Oiling of Springs
Oiling of the springs may dispense with much noise, but at the same time it is well to remember that change in spring tension through the use of lubricants may seriously affect the operation of the shock absorbers, which, in many instances, have been adjusted for dry springs.

Those Brakes!
Test your brakes occasionally. Select a quiet street and see how long it takes you to stop at various speeds. The new law requires that brakes be kept up to prescribed standard at all times.

Frequent Inspection
Many car owners forget that the rear axles, gears and bearings receive severe punishment and, accordingly, need frequent inspection and changing of lubricant.

A City's Total
During the past twelve months the number of motor cycles in Leeds has increased by about 300. The total now stands at 14,436.

Baby's Dangerous Course
"Why can't someone invent a crash helmet for babies?" asks a contributor to a London evening paper. The danger is not speed events, as you might think, but tables with sharp corners!

Safety for Passengers
Safety glass is to-day practically a universal fitting for up-to-date cars. On public service vehicles, however, it is still a rarity. The question is dealt with in Motor Transport, and the point is made that the extra expense of fitting safety glass to buses and coaches should be regarded as a necessary form of insurance. It is urged that a return on the money outlaid in the equipment of vehicles with safety glass can be seen in concrete form if full advantage is taken of the publicity value of a vehicle equipped with such glass.

Many operators, says Motor Transport, sold seats by telling the world about their pneumatic tyres, front wheel brakes and six-cylinder engines, and in the same way they can appeal to the public to patronise the bus or coach fitted with safety glass windows.

Waterproofing Leather Coats
Owners of leather coats are reminded that neatsfoot oil, which is used by tanners and saddlers, is an excellent waterproofing preparation.

More Bridge Widening
The dangerous Horns Bridge, Chesterfield, is to be reconstructed at a cost of £19,707.

Staggering Figures
The number of motor cycle registered in the Province of Tchad, in French Equatorial Africa, is steadily increasing, the total now standing at 20,000.

Another Toll to Go?
The Scarborough Corporation is being urged to free the Marine Drive from its toll—the one thing that mars an otherwise glorious stretch of road.

For the Nation
Northern touring riders will be interested to know that the Northumbrian Roman fort of Housesteads has passed into the hands of the nation.

Making It Easier
Following lengthy experiments the A.A. has introduced a system of reflex discs which show a red light on the near side and a white light on the off side of the road. It is intended to space them at intervals along various roads. The Association has already received permission from the Postmaster-General to fix these reflex discs to the telegraph poles along the important London-Holyhead Road.

A Slogan Competition
A new slogan competition, with a first prize of £1,000, or £1 a week for life, and ten additional prizes of £50, is being introduced by the B.S.A. Company. All purchasers of new 1930 model B.S.A. motor cycles are eligible to enter for the competition, which consists of placing twelve slogans in their order of popularity. Competitors may send in one entry only, and this must reach the B.S.A. Company not later than October 24, 1930.

Writ Against A.C.U.
A writ has been issued against Sir Arthur Stanley, Mr. T. W. Loughborough, the other members of the Auto Cycle Union and the Auto Cycle Union Proprietary Ltd., by an Amateur Race competitor in connection with his suspension. It will be recalled (says The Motor) that twenty-one competitors were suspended by the A.C.U. after the latter's investigation. The case is to be heard in the King's Bench Division. This competitor has also lodged an appeal with the R.A.C. The time limit for such an appeal has now expired, and only one other of those suspended has availed himself of the right of appeal against the A.C.U.'s decision.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 576.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1568 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUDSON.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1568 & 3532.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4796.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

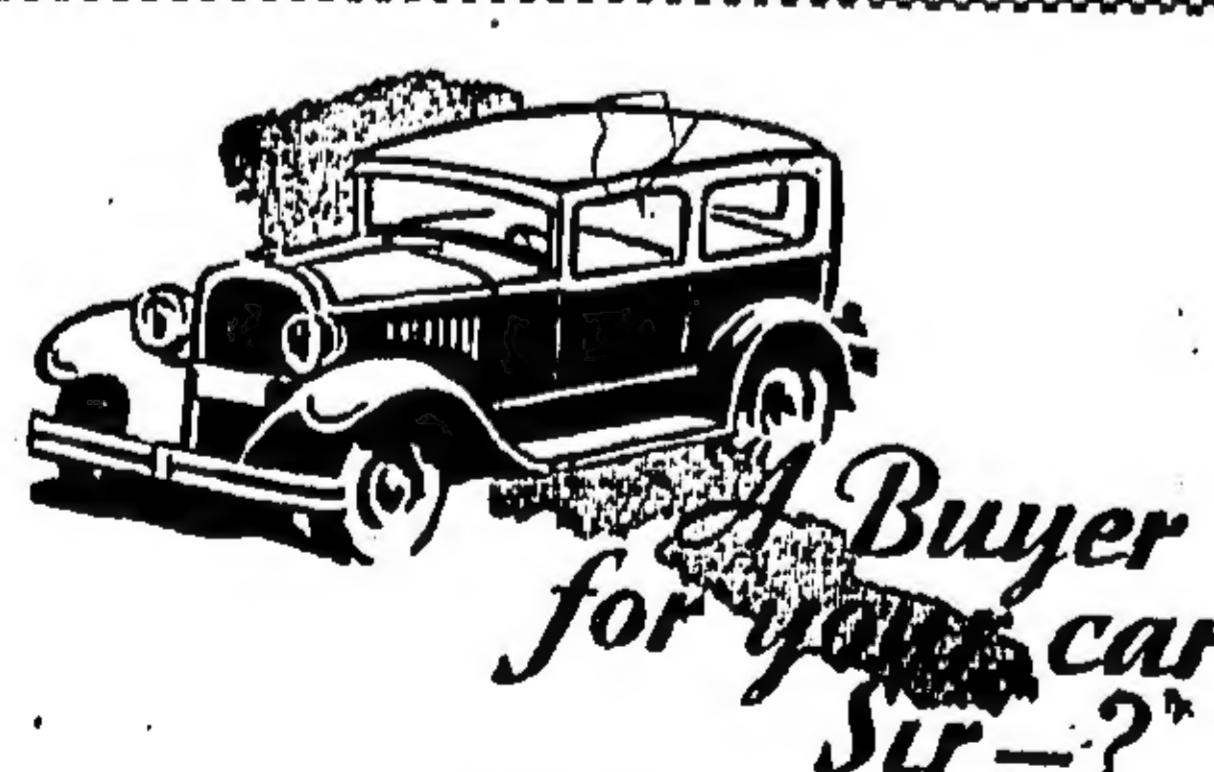
MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1568 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
GORDON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. K. 1242 & K. 804.
HUMMER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C. 4769.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1568 & 3532.
MICHELIN TYRES.—Goeke & Co., China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.



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SUNDAY HERALD

3A, Wyndham Street.

CAUSE OF ACCIDENTS

A Plea for a Proper Analysis

Wilfred Fraser writes in the Review of Reviews:—
No effective remedies can ever be applied to accident prevention until the actual causes are discovered. We are doing much in this country towards the analysis of the causation of all accidents, but we are doing it piecemeal and with such result that we have to-day no conception of the appalling number of accidents that occur in industry and on the roads. Such figures as one can collect by devious methods show that in the last ten years at least one hundred thousand people have been killed and over five millions injured in industry and on the roads. It is impossible to estimate the cost in money to the country, but obviously it is a prodigious figure. Surely the time has arrived when accident statistics should be collected from all sources, properly collated, and a really intelligent yearly statement issued. To accomplish this there is no necessity to issue any "departmental order"; the machinery exists, and the Home Secretary can set it in motion at once.

Enthroning Bureaucracy
Now let us turn to the problem of road accidents, of which much has been written and spoken during the past few years. Here the problem of analysis presents no difficulties. The machinery exists, but at the moment is not properly used. Not only that, but it is suggested in the report of the Royal Commission on Transport that this should be duplicated! Further, that bureaucracy should be even more enthroned, just when a Commission has been appointed with the object of curbing the powers of the bureaucrats, and the Lord Chief Justice, in his book, pouring scorn upon the "depots" of Whitehall!

The Royal Commission's report contains all the material for a satisfactory Road Traffic Bill which will bring our century-old legislation up to date. There are, however, recommendations in the report which not only arouse controversy, but some of them, if included in the Bill, will probably be dropped. The Commission rightly reject the suggestion for the creation of a special force of traffic police, holding that the police force as it is to-day, must remain in control of traffic. That means that the Home Office will still be the supreme authority. The Commission, having recognised the Home Office in one direction, proceed to recommend the duplication of that Department's work in another, thus: The Minister of Transport should compile comprehensive statistics of the causes of all road accidents.

Power To Order Enquiry

The Minister of Transport should be empowered to order an inquiry into the cause of any accident in which a motor vehicle is involved, but such inquiry should be obligatory in the case of any accident to a public service vehicle in which the death of a passenger is involved.

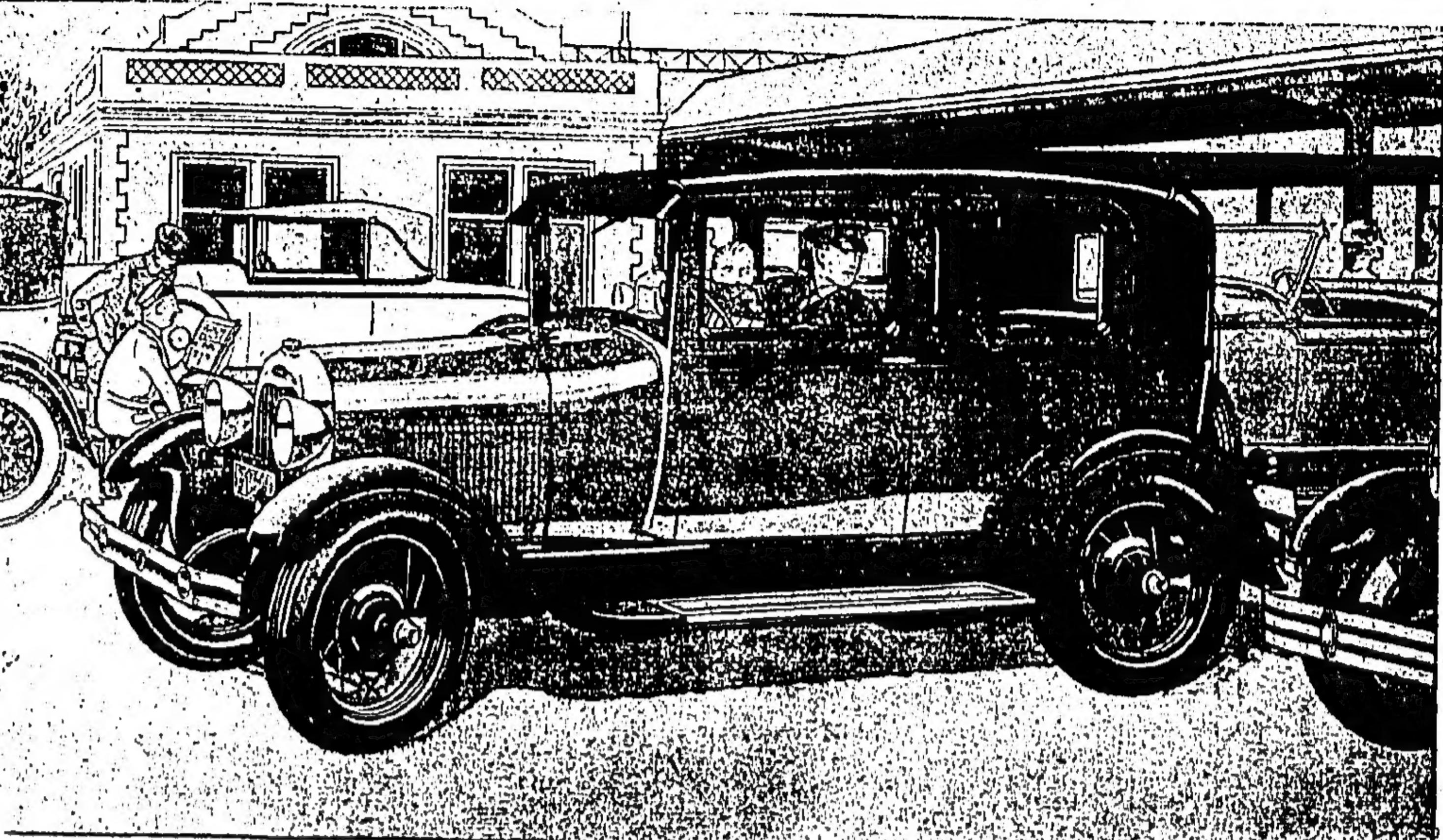
The Commission seem to have taken the railways as a parallel, which is fallacious. The large majority of motor car owners can drive, but they cannot drive a railway train. The motor car driver probably knows as much about motoring as a Ministry of Transport official. The official knows more about the construction of roads and the material used—that's his main job. All road accidents are investigated by the police, and in the event of a fatal result the coroner holds an inquiry. The coroners of this country are invariably men of legal training and most of them are motorists. They have wide discretionary powers and can summon any professional or technical evidence they desire. The coroner's court is the proper place for an inquiry into a road accident. The Commission now suggests that the Ministry of Transport should also hold a similar one, presumably summoning the same witnesses as the coroner. And since there are something like seven thousand fatal road accidents a year, it means that we are actually advised to create a swarm of transport officials to spread over the land like locusts. When the cry of economy is heard on all sides, Parliament is not likely to sanction such wasteful and unnecessary expenditure. I would suggest this:—

What Coroners Should Do
Coroners, like the police, come under the authority of the Home Office. Coroners should make a comprehensive analysis of the cause of each accident they inquire into and forward such returns each quarter to the Home Office.

The chief constables throughout the country present yearly reports. They have to record all fatal and non-fatal accidents. Here again chief constables should be requested to make returns each quarter, stating definitely the cause of each accident. It is obvious that at the end of a year we should have, by this means, a complete analysis of the cause of every accident in the country. This is the proper function of the Home Office and not the Ministry of Transport. The country will save money, there will be

no duplication and confusion, and we shall have invaluable data upon which to base legislative and other methods to end the holocaust of the roads. Let the Home Secretary act.

Postscript.—Since writing this article, the Road Traffic Bill has been issued. There will be general agreement with the provisions for dealing with the road-hog, and making the roads safer. The attempt to set up a new statistical department duplicating the work of the Home Office has apparently failed, since there is no mention of it in the Bill. The proposal to appoint

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FORD MOTOR COMPANY, EXPORTS, INC.
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In this connection I continue to hear very favourable accounts of the India Tyre and Rubber Company (Great Britain), Limited, whose forthcoming report is expected to show earnings of between 60 per cent. and 70 per cent. on the Deferred shares.

As I have before explained, I do not look for an actual dividend at anything like this rate. But if earnings are as big as I have suggested the 1s. Deferred shares will not look dear at the present price of 6s. 8d. which compares with about 6s. 8d. when I recently referred to them.

This company has good backing and first-class management. It was formed in 1927 to manufacture in Great Britain "India" tyres similar to those made in the U.S.A. by the India Tyre and Rubber Company of Ohio.—Daily Mail.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

三月二年三百九十一英 HONG KONG, SUNDAY, FEBRUARY 23, 1930. 五廿元年年年慶 國民華中

NEW MOTOR LAUNCH
Official Trials in Kowloon
Bay

BUILT FOR THE GOVERNMENT

The new Motor Launch which W. S. Bailey & Co., Ltd., have just completed for the Marine Surveyor's Department of the Hong Kong Government, underwent her official trials in Kowloon Bay on Friday last.

The "H.D.1" is a departure from the usual type of Harbour launch inasmuch as the forward deck is not utilised for passengers but is built up to form a casing over the crew space.

European passengers are accommodated in a cabin and in an open cockpit abaft the motor room.

The principal dimensions are as follows:—

Length on L.W.L. 54ft. 0in.

Breadth moulded 11ft. 0in.

Depth moulded 5ft. 3in.

Draughts 4ft. 6in.

(aft and 3ft. 6in. forward).

The hull and deck planking is of teak, frames of iron, and keelsons and stringers of yacca. A tank wheelhouse is built above the casing forward and is fitted up with hand steering gear, compass, telegraph and chart table, whilst sliding windows are fitted all round.

The crew space, situated below deck forward, is provided with four bunks, and has a steel enclosed galley complete with coal stove and the usual galley fittings.

European Cabins

The European cabin has two upholstered settees, teakwood table, locker, bookcase and ice box. Separate W. C. and wash place are provided, the latter being equipped with shower in addition to the usual conveniences.

"Beclawat" windows are fitted to the cabin and lavatories, obviating the rattle which is so often found in harbour launches.

A roomy cockpit, open all round, offers ample seating accommodation for 6 passengers, and adjoining the cabin described above.

The propelling machinery consists of a Gardner semi-Diesel 4 cylinder marine engine and is fitted with air compressor, circulating pump, bilge pump, and Direct Reversing mechanism.

In addition an independent Gardner petrol engine and compressing act is installed for the initial charging of the compressed air storage bottles.

Satisfactory Results

Very satisfactory results were obtained from the trials with an average mean speed of 9.623 knots was maintained.

Turning trials were undergone and in addition to the vessel proving easy of handling and turning, both ahead and astern, she also proved herself a very stable craft.

The Government Marine Surveyor's Department was represented on the trial trip by Messrs. W. O. Lambert, R. Hall, G. Swan and E. Lloyd-Jones. Messrs. Dodwell & Co., who supplied the Gardner motor, were represented by Messrs. L. G. S. Dodwell and C. E. Holmes, and the shipbuilders by Messrs. C. F. Mendum, W. Borrowman and A. A. Dand.

"SHOWING OFF"

Magistrate's Censure on
Dangerous Riding

TRICK CYCLIST FINED

"The police have been informed by the D.S.P. Kowloon, to start a campaign against these trick cyclists" said Divisional Inspector Marks at the Kowloon Magistracy yesterday, when a Chinese youth was charged before Mr. Whyte-Smith with not having full control on his bicycle.

The Inspector pointed out that the defendant had a child of three on his handle bars and was riding in circles in Nathan Road, near Argyle Street, during the busy traffic hour.

The Magistrate remarked that the way in which those Chinese rode their bicycles, often hopped on, across the streets in front of buses and pedestrians, and also on the wrong side of the roads, was extremely dangerous. In this case the defendant was evidently showing off.

A fine of \$10 was imposed.

INSPECTOR COTTON
Succumbs to Pneumonia
in Hospital

FUNERAL TO-DAY

The Sunday Herald learns with much regret of the death of Sub-Inspector Edwin John Cotton, of the Hong Kong Police, which occurred at the Government Civil Hospital yesterday afternoon at three o'clock.

Inspector Cotton had been with the Force since 1912, having joined after leaving the Royal Artillery. He was 41 years of age and leaves a widow and child at home to mourn his loss, and for whom the deepest sympathy is extended.

Mr. Cotton had been indisposed for some days with what he dismissed as a simple cold which was accompanied by hoarseness.

On Saturday last he became feverish and had to be taken to the hospital where pneumonia was diagnosed. In spite of careful attention, his condition gradually became worse, and reports on his condition have been issued daily since Thursday.

On Thursday his condition was reported as serious, and although his heart was standing the strain well, he was toxic.

In view of this report it was considered advisable to send a cable to Mrs. Cotton, who is at home.

Yesterday's report stated that Mr. Cotton's condition was rather worse, his pulse not being so good. It was also stated to be toxic and delirious and death came in the afternoon.

The funeral takes place this afternoon, passing the Monument at 5 o'clock.

WIRELESS 'PHONE

The "Switchboard of the
World"

BIG DEVELOPMENTS

Rugby, Friday. Wireless telephony is developing with remarkable rapidity, and London is fast becoming the switchboard of the world. The Australian Experimental Service, which has been conducted by the Post Office from Rugby and Baldock Wireless Telephone Stations to a spot near Sydney, Australia, has met with great success, and an official announcement regarding the service will be made in the near future.

Yesterday, a new service to the Vatican State via Rome was opened by the Post Office. Recently the Isle of Man was linked to the mainland, and it is expected that a similar development will take place with regard to the Channel Islands.

It is now possible to telephone from Great Britain to ships at sea, and within a short time a service will be in operation between any fixed telephone station and passengers on main line express trains.

Since the single speech channel between Britain and America was opened just over a year ago, traffic has greatly increased, and now four speech channels are in use. Even these are not sufficient for the demand. Stock brokers and other business people have accepted the Trans-Atlantic telephone as a necessary link to business, and use it for long calls daily, present traffic being somewhere around one thousand calls daily. Work has been started on a new Trans-Atlantic cable, which is to be available for telephone, and it is expected to be complete by 1932.

The British Post Office is leading Europe, if not the world, in telephony, and is most anxious to fill the existing gaps. Linking up with other countries like Turkey depends to a great extent on the efficiency of the machinery and administration abroad.—British Wireless Service.

U.S. MINISTER TO CHINA

Nanking, Yesterday.

The American Minister, Mr. Johnson, who left Peking for Nanking last Wednesday on the Tientsin-Pukow Railway, arrived this morning. He will stay in Nanking for the celebration of Washington's birthday.—Canton News Agency.

CHINA'S TROUBLES

Kuomintang Schemes
for Their Dissolution

Shanghai, Yesterday.

With a view to dissolving all problems regarding the trouble in the country and Party, the Central Kuomintang Party Headquarters are prepared to open the 3rd Plenary meeting. Wireless reports have been received from various branches of the Party that representatives are being despatched to Nanking to attend the meeting.—Canton News Agency.

FRAIL POLICE TO GO
Discharge for Canton's
"Old and Weak"

BONUSES AND PENSIONS

Canton, Yesterday. No fewer than 500 policemen have been discharged from service on account of their age and frail physique. Police thus released from duty will be disposed according to the following regulations formulated by the Bureau of Public Safety:—

1.—Those that have been in service for over 20 years shall receive a bonus of two months' salaries and a monthly pension equaling to 80 per cent. of their former salaries.

2.—Those having been in service for a period of 15 years or more shall have a bonus of 1 month's salaries and a monthly pension of 50 per cent. of their salaries.

3.—A bonus of two months' salaries shall be given to those who have been in the employ for less than 15 years. No monthly pension will be given.—Canton News Agency.

CHINA'S AIR FORCE

Monthly Grant of \$2,000
Sanctioned

\$60,000 ORDER FOR U.S.

Nanking, Yesterday.

A monthly grant of \$2,000 as de-benture for the Civil Aviation Association is reported to have been sanctioned by Chairman Chan Ming-shu for carrying on its affairs in the promotion of commercial aviation.

AIR FORCE DEVELOPMENT

General Chang Wai-chang made a proposal some time ago to build some landing fields to facilitate inter-district communications. A group of officers was despatched to look for a site for an aerodrome for the route between Waichow and Mulyan, and it is understood that construction on the landing field at Chick-hum commenced on February 13. Radio apparatus costing about \$60,000 has also been bought from America to be installed in the military "planes" and the air stations.—Canton News Agency.

WAR PENSIONS

The £1,000,000 a Day
Burden Explained

Rugby, Yesterday.

An abstract account of the consolidated fund published by the Treasury shows that Great Britain's £1,000,000 per day burden last year included interest on payment of £310,000,000. Management and expenses amounted to £1,000,400, and the sinking fund to £57,000,000.

Other figures included in the account show that the cost of War Pensions last year declined by £300,000 to £56,000,000. There are still over 1,470,000 persons receiving pensions and allowances. Since the Ministry of Pensions was established, the total expenditure on War Pensions and administration has exceeded £845,000,000.—British Wireless Service.

WHAMPOA CADETS

To Resume Studies at
Waichow

Canton, Yesterday.

After a long suspension from studies at the Academy, the Whampoa cadets are now contemplating the resumption of their lessons at Waichow, where they are stationed to do defence duty. Text-books, instruments, and other equipment are being transferred there, it is reported, and preparations for field manoeuvres to be staged in the near future are also being made.—Canton News Agency.

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HAVE YOU WON?
Lucky Numbers in
Cash Sweeps

FIRST DAY'S DRAWINGS

The following are the winners of the Cash Sweepstakes at yesterday's Races:—

Race I.

No. 736	\$1,304.80
" 057	372.80
" 222	186.40

Unplaced \$50 each:—Nos. 290, 85, 350, 412, 567, 275, 638, 632, 70, 320, 310, 230, 15, 484, 553, 770, 156, 704, 19, 637, 518, 693, 400, 280, 573, 629.

Race II.

No. 633	\$2,812.80
" 53	660.80
" 123	330.40

Unplaced \$50 each:—Nos. 462, 435, 194, 654, 465, 671, 839, 88.

Things That Matter

TO-DAY'S DIARY

Sexagesima Sunday.
Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Ten Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre — "Masquerade."

Star Theatre—"A Lady of Chance."

World Theatre—"Peril of the Jungle," and "Cowboy Kid."

Majestic Theatre—"Sporting Lovers."

Fanling Hunt and Race Club, Roundabout, the Kennels, 3.45 p.m.

Hockey Club de Recreio v. K.R.S.F.P.A., 10.30 a.m.

Cricket — University v. Mr. A. T. Lee's XI, 2.30 p.m.

Golf: Bogey Pool, Fanling, and Junior Championship Semi-final; Kowloon Hong Kong.

Lightning Up-Time, 6.24 p.m.

Tides-High, 6.02 p.m.; Low, 1.11 a.m.

Home Mulls

To-day — Inward from Europe via Negapatam (Sui Sang).

To-morrow — Outward for Europe (President Cleveland).

THE WEATHER

To-day's Forecast:—N.E. or variable wind, moderate to light, generally fair.

THE DOLLAR

Yesterday's closing rate for the dollar on demand was 1/6-3/16.

Race III.

No. 360	\$2,574.00
" 74	736.60
" 936	307.80

Unplaced \$50 each:—Nos. 783, 658, 384, 784, 363, 699, 1042, 44, 100, 925, 263, 425, 240.

Race IV.

No. 205	\$2,377.00
" 810	822.00
" 222	411.00

Unplaced \$50 each:—Nos. 620, 890, 611, 97, 98, 411, 854, 1056, 1263, 170, 503, 818, 869, 486, 631, 881, 281, 207, 7, 481, 780.

Race V.

No. 901	\$3,016.60
" 489	861.60
" 723	430.80

Unplaced \$50 each:—Nos. 1143, 1